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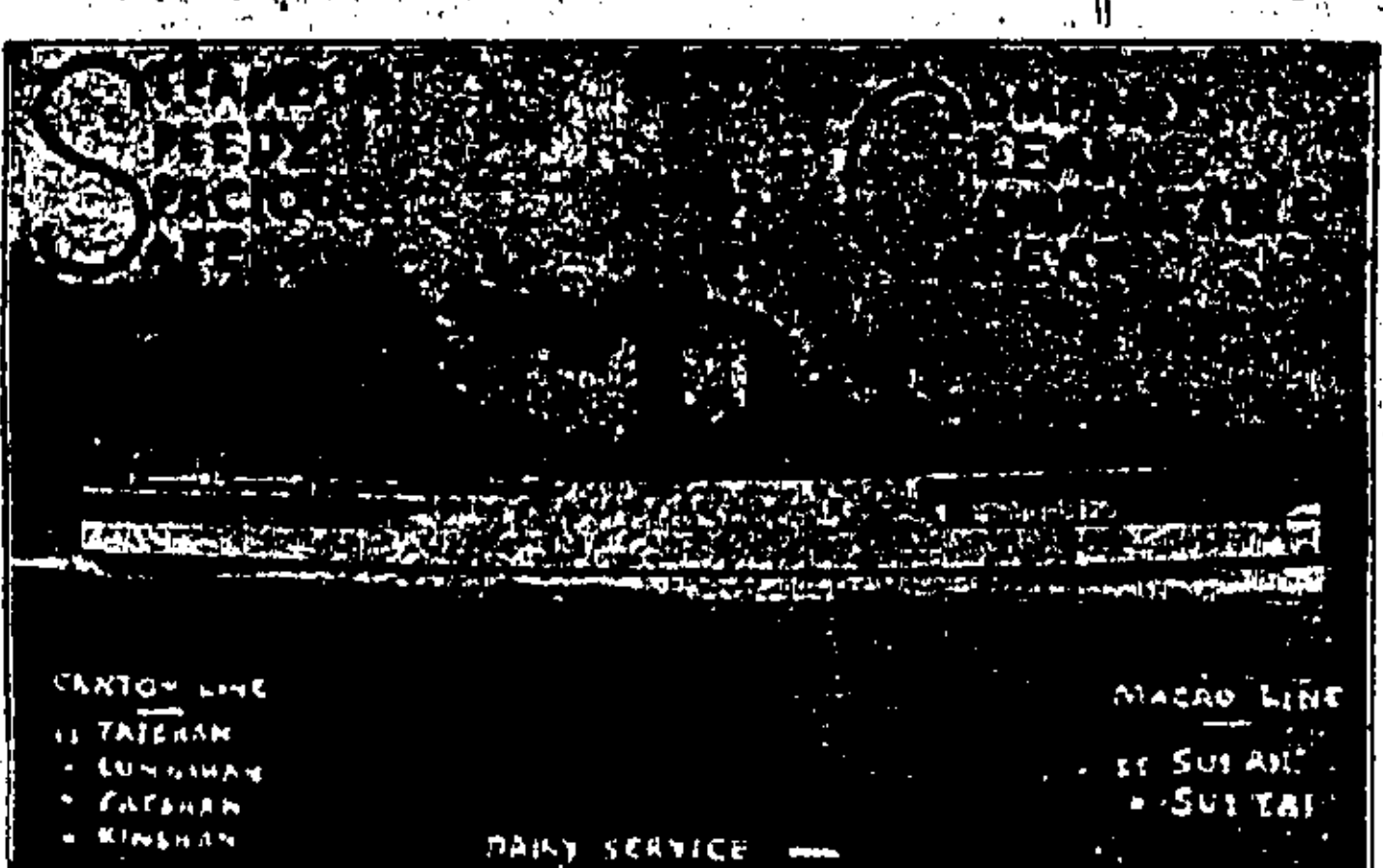
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From Hong Kong	SUNDAY, 7th JULY, 1935. S.S. "KINSHAN"	From Hong Kong
8.00 A.M. 10.00 P.M.	will leave Hong Kong at 9.30 A.M. and Macao at 4.30 P.M.	8.00 A.M. 5.30 P.M.
Sundays at 10.00 P.M. only	MACAO LINE As from 2nd JULY, 1935.	
From Canton	S.S. "KINSHAN"	From Macao
8.00 A.M. 4.30 P.M.	will sail daily from Hong Kong at 8 A.M. and from Macao at 2 P.M. As from 1st JULY, 1935.	3.00 A.M. 2.00 P.M.
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DIARY OF LOCAL EVENTS

TUESDAY, JULY 2
Cinemas

King's:—"Transatlantic Merry-Go-Round."
Queen's:—"Before Midnight."
Central:—"Chinese Picture."
Oriental:—"David Copperfield."
World:—"The Red Rider."
Alhambra:—"The Great Flirtation."
Majestic:—"Chinese Picture."
Star:—"Gallant Lady."
Commercial:—Opening of new Bank of East Asia, Ltd., 9 a.m. to 1 p.m.
Meetings:—Volunteer Sports Committee, Headquarters.
Miscellaneous:—Rotary Club, Hongkong Hotel.
Social:—M. C. L. (Police Branch), Whist and Auction Bridge, Police Club, 8.30 p.m.; Cheero Club Whist Drive, 8.30 p.m.

Sports

Bowls:—Open Singles, H. Rosario v. J. C. Brown (Kowloon C.C. Green); H. Overy v. C. T. Tacchi (Club de Recreio Green); W. McLeod v. H. F. Westlake (Talkoo R. C. Green); Open Pairs "T. Armstrong and C. Strange v. S. Ecclesfield and T. Shepherd (Craigengower C.C. Green); R. P. Lee and H. Beer v. C. G. Silva and F. K. M. da Silva (Kowloon B.G.C. Green).

Tennis:—"A" Division, Chinese R.C. "A" v. Indian R.C.; Club de Recreio "A" v. Hong Kong C.C.; Chinese R.C. "B" v. Club de Recreio "B".

Moon:—VI Moon, 2nd Day.
Sunrise:—5.42 a.m. Sunset:—7.11 p.m.
Tides:—High at 9.45; Low at 2.55 and 17.05.

WEDNESDAY, JULY 3

Anniversaries and Holidays:—First Day of Rabi-ul-akhir.

Cinemas

King's:—"10 Raise."
Queen's:—"Before Midnight."
Central:—"Chinese Picture."
Oriental:—"Hi Nellie."
World:—"Chinese Picture."
Alhambra:—"The Great Flirtation."
Majestic:—"Chinese Picture."
Star:—"Gallant Lady."
Social:—Whist Drive, Seamen's Institute, 9 p.m.

Sports

Tennis:—Central British Association v. Civil Service C.C.; Indian R.C. v. Club de Recreio; University v. Chinese R.C.; Kowloon C.C. v. South China A.A.
Moon:—VI Moon, 3rd Day.
Sunrise:—5.42 a.m. Sunset:—7.11 p.m.
Tides:—High at 0.15 and 10.19; Low at 3.37 and 17.40.

THURSDAY, JULY 4

Anniversaries and Holidays:—Declaration of American Independence, 1776.

Auctions:—Sale of Leasehold Properties, Lammert's Sales Room, 3 p.m.

Cinemas

King's:—"10 Raise."
Queen's:—"Before Midnight."
Central:—"Chinese Picture."
Oriental:—"Hi Nellie."
World:—"Chinese Picture."
Alhambra:—"Babitt."
Majestic:—"Chinese Picture."
Star:—"Gallant Lady."

Lectures:—Theosophical Society, Hong Kong Club Annex, 8 p.m.

Miscellaneous:—Claims against the Estate of Mrs. Agnes Elizabeth Fairbridge or Kennedy, late of Scotland, due; Prize Distribution, St. Stephens College, 5 p.m.

Social:—Ladies' M.C.L. Whist Drive, Prison Officers' Mess, Arbuthnot Road, 8 p.m.; Civil Service Cricket Club Whist Drive, 8.45 p.m.; "At Home," American Club, in celebration of American Independence, noon to 1 p.m.

Sports

Tennis:—"C" Division, Kowloon Indians v. Club de Recreio; University v. Indian R.C.; Chinese R.C. v. Kowloon C.C.; Craigengower C.C.

LETTERS BY BOZ Forty Years After.

(Special Air Mail Service.)

London, June 14.
Letters by "Boz," to paraphrase the title of one of his own books, are published to-day, which reveal how keenly Charles Dickens felt about the gossip spread by his mother-in-law and her youngest daughter after he had separated from his wife.

Nearly 40 years ago Mrs. Kate Perugini, Dickens's daughter, deposited a sealed packet with the British Museum authorities. It contained letters from her father to her mother.

Mrs. Perugini requested that they should not be made public until both she and her brother, the sole survivors of the family, had died. The death of Sir Henry Dickens in 1933 released the letters for publication. They are for the first time made available in their entirety in "Mr. and Mrs. Charles Dickens" (Constable, 10s).

NO FAULT ON HER SIDE

Dickens separated from his wife Catherine in 1858, when he was 46; he had been married 22 years and his wife had borne 11 children. It was Mrs. Dickens's wish that the letters should ultimately be published. Her daughter wrote the following note when depositing the letters:

"They would show the world, she said, that my father had once loved her, and would make it apparent that the separation which took place between them in 1858 was not owing to any fault on her side. As it has been erroneously suggested, I believe, that her sister, Miss Georgina Hogarth, was in some way responsible for that separation, I take the present opportunity of entirely exonerating my aunt from any blame in the matter."

Tongues wagged when Dickens separated from his wife. His mother-in-law, Mrs. Hogarth, and her youngest daughter, Helen, circulated gossip linking his name with that of a young woman. Dickens never forgave them, as the following letter to his wife, written after the separation, reveals:

"Dear Catherine—I will not write a word as to any 'causes' that have made it necessary for me to publish the enclosed in 'Household Words' [his statement of innocence]. Whoever there may be among the living, whom I will never forgive alive or dead, I earnestly hope that all unkindness is over between you and me."

STATEMENTS WITHDRAWN

Later Mrs. Hogarth and her daughter themselves repudiated their remarks in this form:

"It having been stated to us that in reference to the differences which have resulted in the separation of Mr. and Mrs. Charles Dickens, certain statements have been circulated that such differences are occasioned by circumstances deeply affecting the moral character of Mr. Dickens and compromising the reputation and good name of others, we solemnly declare that we now disbelieve such statements. We know that they are not believed by Mrs. Dickens, and we pledge ourselves on all occasions to contradict them, as entirely destitute of foundation."

Dickens's resentment against the pair continued to be so strong that he forbade his children even to "speak to them."

"I positively forbid the children ever to utter one word if they are ever brought into the presence of either of the two."

Dickens once said sadly: "Poor Catherine and I are not made for each other." This book of letters attests the pathetic truth of the remark.

THE ROYAL NAVY

Latest Admiralty Appointments

(Special Air Mail Service.)

London, June 14.
The Admiralty notified the following appointments yesterday:—Captain—L. V. Wells, D.S.O., to Victory, for S.O. Tactical course, June 11.

Lts.—J. H. Dathan, to Vindictive; A. J. Cobham, to Hawkins; J. M. Parker, to Calypso; D. F. Townsend, to Cardiff; and W. D. F. B. Muspratt, to Caledon, July 1.

Surg. Lt.—C. N. H. Joynt, M.B., to President, for course, July 3. Payr. Lts.—A. F. Bowers, to Drake, June 25, and as Asst. Sec. to V/A the Hon. R. A. R. E. E. Drax, July 31; E. J. Webb, to Drake, for duty in Admiral's office, July 1; and C. T. Wheen, to Drake, for duty in Admiral's office, July 31.

COMDR. NAYLOR RETIRED

The retirement takes effect to-day at his own request of Lieutenant-Comdr. Cedric Naylor, D.S.O., D.S.C., with the rank of commander. This officer was transferred from the R.N.E. to the R.N. during the War for distinguished service in "Q" boats or "mystery" ships. Among them was the Penshurst, which had one of the longest and most adventurous careers of these vessels. For his gallantry he gained the D.S.O. and two bars, as well as the D.S.C. and bar. He was executive officer of the sloop Wistaria in the West Indies in 1924-28, and commanded the gunboat Bear on the Yangtze in 1928-30. His last appointment was on the staff of the Submarine Depot. He is 44 years of age to-day.

SIR GEORGE ADAM SMITH

To Leave Aberdeen University

(Special Air Mail Service.)

London, June 14.
Principal Sir George Adam Smith, at a meeting of Aberdeen University Court, intimated that at the next ordinary meeting of the Court on July 9 he would submit his resignation from the Principals of the University as from October 31, 1935.

Tributes to his administrative services were paid by Lord Provost Henry Alexander; Sir Thomas Jaffrey, the Rector's Assessor; Mr. George Duncan, Senior Assessor of the General Council; and Professor Theodore Shennan, Senior Assessor of the Senatus Academicus.

The Lord Provost said the severing of an association which had endured for six and twenty years was an event which moved all their hearts.

WALDEN DEPARTS FOR HANKOW

To Be Tried In Hupeh Court

Shanghai, June.
Joseph Walden, the Communist suspect whose efforts to avoid extradition created a considerable sensation in Shanghai, was yesterday en route to Hankow by steamer to face charges of military espionage in the High Court of Hupeh. Walden was handed over to the Bureau of Public Safety by the Settlement Police on June 19 and he left Shanghai for Hankow under a heavy guard.

The "mystery" foreigner was arrested in Avenue Foch on May 5 and for four weeks refused to divulge his name and nationality. He finally claimed to be French, but his assertion subsequently was refuted by officials of the French Government in Paris. He is believed to have conducted investigations on behalf of Chinese Communist armies in the interior.

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Includes, My Kid's a Crooner, La Cucaracha, Panama, etc., etc.

FRANCIS AND DAY'S 58th SONG AND DANCE ALBUM.

Includes, Blue Moon, Sing as we go, No! No! A Thousand Times no, Okay Tools, La Cucaracha, When My Ship comes in, etc., etc.

FELDMAN'S 40th SONG AND DANCE ALBUM.

Includes, Dances, Man on the Flying Trapeze, I'll String along with you, Wagon Wheels, Keep Young and Beautiful, etc., etc.

5th BIG BROADCAST ALBUM.

Includes, June in January, Object of My Affection, Stay as Sweet as You are, With every Breath I Take, Love in Bloom, College Rhythm, Don't let it bother you, Here is My Heart, Straight from the Shoulder, etc., etc.

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GOOD DRIVING

Qualities Needed At The Wheel

The first essential in the making of a good driver is a short "reaction period"—that is, the minimum time-lag between visualising any need for action and the taking of such action. For example, the average delay between realising the necessity to stop and the actual application of the brakes is one and one-fifth seconds, according to expert opinion and specific tests, whilst a time-lag of three-fifths of a second stamps a driver as a "lifter" to develop into an expert. The difference of three-fifths of a second between mediocrity and genius looks extremely slight on paper. On the road, assuming first-class brakes, it implies that the fine driver will allow his car to run on for about twelve yards (at 40 m.p.h.) before he applies his brakes, whereas the average driver may run forty yards at the same speed before he actually commences to brake his car. This in turn shows that the fine driver will have his car stationary at a point where the average man will still be travelling at 28 m.p.h. We can thus picture two cars travelling in opposite directions at 40 m.p.h. apiece with no room to avoid each other, by first-class men they will stop dead practically bonnet to bonnet, but if both are handled by ordinary men they will collide whilst both are still moving at 28 m.p.h., and the crash will be equal in violence to a moving car hitting a stationary car at 56 m.p.h.

The whole process is, of course, absurdly oversimplified in this bald illustration. Quite apart from the inevitable time-lag, which is innate in us all, and probably is not appreciably subject to practice or training, the skilled and experienced driver wastes no additional time in deciding what to do. His reaction period is perhaps one second; and at the end of this time-lag he automatically and instantaneously acts, whether by swerving or by stopping. The novice wastes further time in "remembering" which controls he must operate to secure the necessary effect. Thus, if a car skids, the fine driver works off his inevitable time-lag and then steers into the skid, takes off his brakes, and so on, while the novice, after exhausting his time-lag, possibly applies his brakes still harder, steers the wrong way, or even lets go of the steering-wheel and behaves helplessly.

AUTOMATIC ACTION

So far we have seen that until experience has furnished a driver with the facility to perform the correct actions without reflection the car must be driven much more slowly than an expert need drive. The time wasted through agonised reflection about the best course to adopt is even more serious than the time wasted through a naturally slow reaction period. That is why no good instructor ever lets a pupil drive alone until the pupil can at least be trusted to act correctly on receiving a surprise order to "Stop!" For the same reason this exercise is wisely included in the official driving tests imposed before the issue of new licences. If a difference of three-fifths of a second in the inevitable reaction period can avert a collision altogether at a mere 40 m.p.h. or produce a smash at 28 m.p.h. the potential waste of two or three seconds upon reflection may clearly provoke disasters of the first magnitude.

Opinions differ whether or how far an individual can shorten his natural time lag. Public speakers develop amazingly in their knack of repartee under heckling; their development probably pivots on shortening the time required for reflection over the form of their answer rather than in any shortening of the period which intervenes between realisation that their control of the meeting is being challenged, and the framing of an effective retort. It may therefore be analogous to the alarmed driver's period of reflection, which succeeds the period in which he realises that danger threatens him. We must draw a sharp distinction between (a) the receipt of a sensation and (b) reflection on

the action suggested by the received sensation. To some of us the sensation will always arrive slowly; but we can undoubtedly curtail the time required to respond to the sensation and improve the effectiveness of our responses.

Of equal importance to the driver is a vivid imagination. The stolid motorist will always credit other traffic with the best intentions, and be slow to imagine that a familiar field gate is for once open, or that an innocuous-looking hedge may screen a lane. The imaginative driver will travel the roads in the mood of a Red Indian on the warpath in enemy territory or of a big-game hunter threading tall elephant grass. Moreover, such imaginative powers are comparatively useless unless they are concentrated on the task in hand. It is for this reason that motorists discourage intercourse with the man at the wheel and that motor-bus companies isolate their drivers.

CONCENTRATION

Lack of concentration always threatens the professional. If he be a motor-coach driver, he travels the same route many times a day, and his job encourages him to exist in an atmosphere of the expected. But it is usually the unexpected which provokes an accident, and he must therefore resist the attitude of mind which anticipates only what is familiar. The pleasure traveller is under no such obsession. He is perhaps touring Cornwall, and the whole point of his journey is an atmosphere of the unexpected. He is thus much more likely to be prepared for the unexpected if it should suddenly assume an unpleasant or perilous shape. Nevertheless, he should sternly avoid distractions, which may switch his imaginative faculties to some irrelevant task. Imagination and concentration are twin handmaids, who must be his companions every yard of the way. If he divorces either of them his safety factor is considerably reduced.

There is a simple test of such points. If a motorist first drives a car over a given route, and then traverses it again as a passenger, he ought to be astounded at the many interesting details which he missed when at the wheel; for while he is at the wheel he should see little except the actual road, its edges, and the traffic which it carries. If he can make this test without being surprised by the "unguessed interest of the journey on the second occasion, he is a bad and a dangerous driver.

SCHOOLMASTERING BROOKLANDS

(Special A.P. Mail Service)

London, June 14. There was a mild sensation at Brooklands when the wording of the reprinting of the popular Freddie Dixon was read out.

Last autumn Miss Fay Taylor was "carpeted" by the stewards for continuing round the track after the finish of a race. She was fined £5 for her exuberance.

At the Easter meeting this year Dixon did exactly the same thing and was let off with a warning. Then he had another talking-to, this time of a character new to Brooklands.

Drivers have been suspended or disqualified before now. But for a motorist of international reputation to be publicly censured in this way is unprecedented.

Among the spectators was Lady Segrave, widow of Sir Henry Segrave, greatest of British drivers. This was the first time she had visited the track since she lost her husband.

Dignity

Guest: "Are tips expected in this restaurant?"

Waiter: "No, sah. We is free-born American citizens we is, an we wish to preserve our self-respect."

Guest: "I'm glad to hear that."

Waiter: "Yes, sah. All we require is a retainer fee, de same as de lawyers, sah."

MOTOR JOTTINGS

AMERICAN CARS

Points Where Britain Lags Behind

During the last month I have tried out on the road six different American cars, writes an English correspondent. All would rank in the United States as "cheap" cars, though their specifications differ radically from those of cheap European cars, and their British prices range from £225 to £350, or thereabouts, being swollen by ocean freights, tariffs, railway charges between the American factories and the coast, insurance during transport, and the considerable overhead charges of the British importers.

These cars were all rated at over 20 h.p. by the British formula. All of them had excellent pressed and welded steel coachwork, of the five-seated saloon pattern. All of them consumed a gallon of petrol, or rather more, every twenty miles. All of them had three-speed gearboxes of some easy-change type. All of them would cruise at sixty miles an hour or more in a most attractive style, and would accelerate up to eighty miles an hour or thereabouts on straight stretches of empty road.

In this country they would rank as much too large for the average middle-class driver, as their tax is beyond his means, and their fuel consumption is too high to appeal in a country where the price of petrol oscillates round about 1s. 6d. per gallon. It is a little startling to realise that vehicles of this type rank as the poor man's car in the United States, where their cost, free on rail at the factory, averages about £120 for a full-size 20-h.p. five-seated saloon. This cost is increased by heavy railway or other delivery charges, if the buyer happens to reside at a great distance from the factory. But their running costs in the United States are astonishingly low by comparison with home figures, seeing that petrol is cheap and taxation far lower than in these islands. Even if a British manufacturer could command such enormous outputs as the makers of some of these cars achieve, he could never dispose of them, for our population does not contain sufficient individuals able to meet their running bills. He can, therefore, never be criticised, because the United States offers its home buyers much more imposing and palatial value for their cheques. Nevertheless, the contrast between the typical British cheap car and its American counterpart is sufficiently startling to disquiet an observer, and it demands some analysis.

EXCELLENT FINISH

In the first place, it used to be alleged that these cars do not wear well. This may have been true once, but it is not true now. Then we are told that they are poorly finished. Externally they are at least as smart as any British car of the now-production type. If we lift their bonnets or peer beneath their floorboards we may perceive parts which in external finish are rougher than the products of any British factory; but the internal finish is obviously excellent. Seeing how few cheap "twenties" we are able to sell in this country, it would be surprising if our engineers had brought this type of chassis to the high pitch attained in a land where it furnishes nearly every factory with its main sales.

I took over one of these cars last week, at a point eighty miles from London, and drove it fast and smoothly into the heart of London without a single gear-change, except when brought to an absolute standstill in traffic, and on the top gear was able to accelerate quite violently against all gradients after a traffic check; and this, although we had a "live" load of 80st. The running generally was delightful. Even the brakes, once the weak point of cheap American cars, were perfectly admirable and well up to the highest standards; and the lamps furnished ample driving light.

Moreover, the suspension of these cars was incomparably more velvety than we normally expect or encounter on the averages British car. In this respect the United States has enjoyed an ancient advantage over our engineers, for when the motor-car

ROYAL TYRES

For Safe Driving

How many people realise that a large number of accidents are caused through faulty tyres? This is one point which I am afraid many owner-drivers neglect for no matter what make they may be using there comes a time when all the cords are worn out and this, coupled with the slippery road surface caused by the summer rains, makes it imperative for more careful attention in this direction.

The safety one needs in tyres depend on two things—the tread and the carcass and from experience I have found that Royal Tyres are proved to have the safest tread design and in addition have great tread contact with the road.

It is also claimed that these tyres give 1% to 3% more safe miles than other makes, for it is denser, tougher, harder to puncture and more uniform in wear.

Of course the main things the owner are interested in are mileage and safety but the manufacturers of Royals state that their products give more than that. Extremely good-looking in design, they improve the appearance of even the smartest and most expensive car.

You can almost see at a glance the extra mileage of a ROYAL. It's there in the greater depth of tread, it's there in the tough, specially compounded Tempered Rubber of which the tread is made. You can be sure it's there because millions of test miles prove that ROYALS give 7% to 3% more mileage. In times such as these you will welcome the economy of the extra miles in ROYALS—the extra mileage without extra cost.

began to boom in the United States the roads between towns were mostly vile, and designers had to place smooth riding over bad ground very high on their list of ideals. But since many of them adopted "knee action" or "independent front wheel" springs, they have advanced from strength to strength, or perhaps I should rather say from velvet to thistle-down. I took all the cars under notice over a variety of really bad surfaces and unmade roads, and without exception they rode magnificently. Carping critics will promptly ask whether they steered accurately at speed, and cornered firmly in a hurry; and I can only reply that under all normal handling their suspension struck me as perfect.

FRONT-WHEEL LAYOUT

It may be that perfect suspension demands a certain minimum track and wheelbase, or even a certain minimum weight, and that the low-priced British car which covers its thirty or forty miles per gallon and is taxed at somewhere between 7 h.p. and 12 h.p. lacks the necessary dimensions and solidity. This may be so; but I formed the conclusion that British manufacturers of the cheaper makes (not to include those with a more liberal cost margin) are hanging on far too stolidly to an inferior type of front-wheel layout. Patriot as I am, if I found myself residing overseas in any land where fuel was cheap and taxation of engines was low, I should fall in loyalty to my own country and buy any one of these big, masterful, comfortable Americans in preference not only to the small cheap cars of the homeland, but also against the competition of our own cheaper "twenties" as well.

Living in England I cannot indulge this preference. I cannot spare the additional tax. I am too mean or too poor to buy two gallons of petrol where one gallon will accomplish my journey in practically the same time, if in reduced comfort. Some of these cars I would not buy even if tax were low and fuel cheap, for the simple reason that their importers are cheap penny people, cease to import when times are bad, and bring over a few hundred chassis when times improve. Others are handled by more faithful men, who permanently keep large stores of spares in this country and provide good service facilities.

Altogether I have a horrid suspicion that we could learn more from the American motor industry than we are ready to admit.

NEW IDEAS IN NEW MORRIS

Inbuilt Hydraulic Jacks

A speedometer with a special marking to indicate that 30 m.p.h. has been reached is the contribution of Morris Motors towards the solution of the motorist's biggest problem to-day.

It is one of the features of two new Morris cars—a ten-four and a twelve-four—details of which have been made known recently.

For the practical motorist, perhaps the most attractive point about these models is that they are fitted with an inbuilt hydraulic jacking system, operated from inside the car, which, without effort, raises all four wheels, or the two front or the two back wheels, off the ground. Wheel-changing is thus made almost a joy!

STREAM-LINED

A sloping radiator and wind-screen, a curved roofline, and the gentle sweep of the rear panelling, in which the spare wheel is fitted flush, give the cars a mildly stream-lined appearance and minimum air resistance.

All four passengers sit within the wheel-base, and for each there is ample head room, while a steering-wheel insulated from road shocks increases the comfort of driving.

An outside luggage is available if required, but there is generous accommodation provided for baggage in a built-in compartment behind the rear seat, the cushions of which are hinged.

Direction indicators are concealed in the body pillars, and a coloured warning light in the centre of the steering wheel shows when they are in use.

SYNCHROMESH GEARS

In the four-cylinder engines has been incorporated an air-cleaner, which consumes fumes and prevents their entering the car.

WEEK-END OF DISASTERS

In Britain And Europe

London, June 30. This has been a week-end notable for disasters.

In addition to the Italian naval collision and the Japanese floods, the latter taking 72 lives, a terrible motor accident occurred at Capa Bianca. Thirteen are believed to have been burned alive in the wreckage of a motor bus which overturned and caught fire.

Eight others were seriously injured in a crash caused when the driver swerved suddenly to avoid a cow.

From Turin, it is learned that seven were killed, five of them boys, and 120 boys were injured when a motor coach and trailer crashed over a thirty-foot cliff at Casale Monferrato.

At Bernay, France, after running over the buffers, a goods train toppled into the river Charentonne. The engine driver and fireman swam ashore, uninjured, and no-one else was hurt, but much valuable merchandise was lost.—Reuter.

SILENCING THE ROAD "DRILL"

In recent years thousands of pounds have been spent by the manufacturers of pneumatic road-breaking equipment in attempting to perfect a method of silencing these tools without loss of working power. Up to new success in this direction has been strictly limited, for the technical difficulties to be overcome are more formidable than most people realise. A far-travelled Scottish engineer said that his co-workers in anti-noise research distinguish three distinct noises made by the so-called road drills at work—the ring of steel on steel, the hammering of steel on concrete, and the sound of the exhaust. For practical purposes the first two offer a noise problem which appears almost insoluble, and experts are now concentrating on the exhaust. But in effecting a 40 per cent. silencing here, they find there is a 38 per cent. loss in the working efficiency of the machine.

AUTOMOBILE RACE

Hans Stuck Scores

[Special to the "Hong Kong Daily Press" (Copyright).]

Kochel, June 30. The first great mountain automobile race of the present year, indeed the oldest mountain auto-race in the world, was run here for the first time since 1905.

The "tenth international Kessel mountain race" took place on Sunday amid sublimely beautiful Bavarian Alpine scenery looking its best in clear sunlight, on the ideal racing track between Kochel and Walchensee.

All the Bavarians who were interested in motor racing turned out so that all the slopes along the route were being thickly covered with enthusiasts, many in native costumes, clinging like lumps to the steep mountain sides to catch a bare glimpse of groups of the competitors' dashing by at breakneck speed.

Expectations were again fully satisfied and interest was centred on Hans Stuck who put up last year's record of three minutes 44 seconds for the five kilometres mountain track averaging 80.40 kilometres per hour and whose victory on Sunday was universally considered certain.

The chief competitor was the Spaniard, Zanelli, on a Nacional Pescara fitted with a completely new motor. Stuck however carried off the honours driving an Autounion which this time too proved to be the best of all vehicles competing. He covered the distance in 3 minutes 44.3 seconds, that is at an average speed of 80.14 kilometres per hour.

The Autounion was second and Toni Bauhofer was third on a DKW in three minutes 47 seconds at an average speed of 79.2 kilometres per hour. Arthur Gels, on another DKW of 250 cub. cm., established a new record for all classes in 3 minutes 49.4 seconds at an average speed of 79.3. Besides these there were numerous other records established in one of the most memorable days in the history of auto-racing.—*Transocean Kien Min.*

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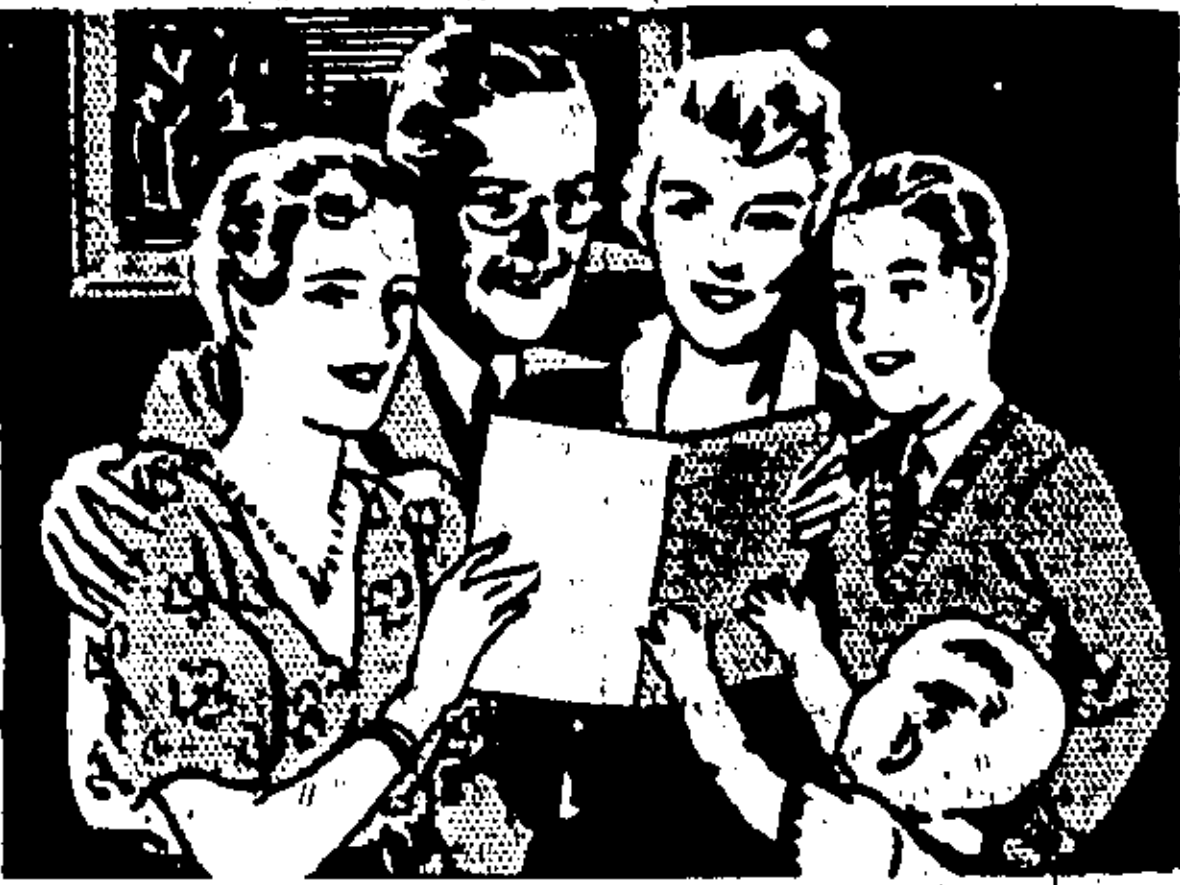
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VICTORY FOR M. LAVAL

Special Powers Voted

(Special Air Mail Service)

London, June 14.

At 1.15 on Saturday the French Chamber accorded to the new Government of M. Laval the special powers asked for to deal with the financial and economic situation. The figures were as follows:—

For the Government 324
Against 180

Government majority ... 144

M. Laval had completed his Cabinet less than 24 hours before the vote was taken. The vacancy most difficult to fill, as might be supposed, was that of the Finance Minister. At a late hour on Thursday there was some danger that M. Laval's combination might be split on that rock. The appointment of M. Regnier is a guarantee of financial orthodoxy. M. Regnier is a Senator and a specialist in finance. He was formerly rapporteur to the Finance Committee of the Senate, and it was he who, in a series of reports, first drew attention to the need for drastic economies after the growth of expenditure under M. Tardieu in 1923. His presence at the Ministry of Finance should satisfy the Bank of France.

LIMITED POWERS

In his negotiations with the executive committee of the Radical Party on Thursday (after dissension in the group had been patched up by the efforts of M. Harriot and M. Chautemps) M. Laval said that he would ask the Chamber for special powers, but would limit them to "the prevention of speculation and the defence of the currency," a formula which met with the Radicals' approval. Having secured his majority M. Laval will pass financial legislation until October 31 by decrees which must be ratified by Parliament before December 31. He will not interfere with the prerogatives of Parliament in matters not connected with finance, and he will not send Deputies too brusquely into adjournment.

It would be too much to say that M. Laval's success in forming a Government so similar to that of M. Flandin and so unlikely to offer an alternative financial policy has been received with pleasure by Deputies as a whole, though many may feel relief at the end of a deadlock which was beginning to arouse public resentment. Outside Parliament M. Laval will enjoy the provisional approval of circles which looked askance at M. Flandin's "long-term" economic policy with its hints of compulsory reorganization in the financial and industrial fields. He must, however, count on the steady hostility of the Socialists, who are now throwing themselves into a campaign for the establishment of "proportional representation" to be followed by the dissolution of Parliament.

STATEMENT OF POLICY

The debate in the Chamber began at 6 p.m. when M. Laval went

THE KING'S PERSONAL STAFF

The baronies conferred on Sir Frederick Ponsonby and Sir Olive Wigram are a mark of the King's personal gratitude to his Treasurer and Private Secretary.

It was on them that the main burden of organizing the ceremonial Jubilee arrangements fell, and the King has made no secret of his pleasure at their success.

Both are old servants of the Royal family. Sir Frederick Ponsonby became assistant private secretary to Queen Victoria in 1894, and has thus served three sovereigns in the last 41 years.

Sir Olive Wigram has spent 25 years with the King, whom he joined on his accession.

Over the Retiring Age

Sir Frederick Ponsonby's honour may also be a prelude to his retirement.

He has already passed the usual retiring age for high officials of the Household, but has stayed on in deference to the King's wishes.

Unfortunately, he has not been well lately. His general health has never been very good since his serious operation last year, when his life was despaired of, but a good constitution pulled him through.

to the tribune to read his Ministerial declaration, which was one of the shortest and least explicit on record. The House was crowded, but it showed no enthusiasm for the new Prime Minister.

The declaration said that the Government had been formed to combat speculation and to defend the franc. They needed the means of action, but the powers they asked for respected the political and organic statutes of the country. Parliament had freely given such powers in less troubled times. The state of the public finances was the only danger to the franc; but there must also be an effort to stimulate the national economy, and this was the final objective. As for the methods to be used, the declaration referred in general terms to reorganizing marketing, the encouragement of international trade, closer relations with the Colonies and measures against unemployment. In conclusion, it said that France had known worse trials, referred to her prestige abroad, and appealed to the Deputies not to endanger the continuity of French foreign policy.

The Chamber showed more interest in a vigorous speech by M. Deat, the neo-Socialist leader, in which he stigmatized the conflict between what he called the legal power and the real power in the country. The latter, he said, was centred in the Bank of France. M. Deat gave an instance in which he said that the Bank of France, which was refusing to discount the Treasury bonds, gave special facilities to industrial concerns controlled by one of its regents. It was, he declared, a crying scandal that the State should be threatened with financial strangulation while doubtful transactions were freely carried on in private industry.

MR. MACDONALD

Sets A Precedent

(Special Air Mail Service)
London, June 14.

Mr. MacDonald has, I believe, established an interesting precedent by accepting a seat in the Cabinet of his immediate successor, writes a correspondent.

In the last hundred years—since Lord Melbourne formed the 1835 Administration—there has been no such case of a Prime Minister taking a less exalted place in what is virtually the continuance of the same Administration under another head.

The late Lord Oxford indignantly refused in December, 1916, to take the Woolsack, or to serve "under" Mr. Lloyd George, Mr. Balfour, or Mr. Bonar Law. Mr. MacDonald has set such punctilios aside. There is no obvious reason—except a false sense of dignity—why an ex-Premier should not take a secondary post, especially in a National Government.

Mr. Balfour did so in the Coalition Ministries of Mr. Asquith and Mr. Lloyd George. But in his case a long interval had elapsed since his Premiership.

RARE OCCURRENCE

Very rarely do father and son sit in the same Cabinet, as Mr. MacDonald and his son, Mr. Malcolm MacDonald, do.

The last instance was when Mr. Joseph Chamberlain and his son Austen (now Sir Austen) sat in Mr. Balfour's Cabinet as Colonial Secretary and Postmaster-General respectively. That was just over 30 years ago.

For an earlier example one has to go back to the two administrations of Lord Derby in 1858 and 1866. His son, Lord Stanley, was Secretary for India in the former, and Foreign Secretary in the latter Administration.

The present Lord Salisbury was Under-Secretary of Foreign Affairs when his distinguished father held the Premiership and the Foreign Secretaryship combined. But neither he nor Mr. Herbert Gladstone reaching the Cabinet till their fathers had retired.

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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W.
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1230 to 210 p.m. (Approx.)—European Programme.

1230 p.m.—Recorded Music.

1 p.m.—Local Time and Weather Report.

130 p.m.—Reuter Press Bulletins, Rugby Press News, etc.

210 p.m. (Approx.)—Close Down.

4 to 7 p.m.—Chinese Programme.

7 to 11 p.m.—European Programme.

7 p.m.—Closing Local Stock Quotations.

7.03 to 7.28 p.m.—Quartet in D Flat Major, Op. 15 (Dohnanyi) played by the Monzale Quartet.

7.28 to 7.43 p.m.—Vocal Gems

Down in Demerara (Traditional)

(a) Riding down from Bangor;

(b) Solomon Levi—Raymond Newell and the B.B.C. Male Chorus.

Drinks all Round.

7.43 to 8 p.m.—

A PIANOFORTE RECITAL BY ALFRED COBROT

Ballade in G Minor (Chopin, Op. 23).

Rigoletto—Paraphrase de Concert (Verdi—Liszt).

8 p.m.—Local Time and Weather Report.

8.03 to 8.40 p.m.—A relay from Davenport.

8.03 to 8.30 p.m.—Joseph Muscant and the Troxy Grand Orchestra, relayed from the Troxy Cinema, London.

8.30 to 8.40 p.m.—England v. South Africa. A running commentary by Captain H. B. T. Wakelam on the third day's play in the second Cricket Test Match. Relayed from Lord's Cricket Ground, London.

8.40 to 9.12 p.m.—

Band Music

March Slav (Tschalkowsky).

The Black Domino—Overture (Auber).

Zampa—Overture (Herold, arr. Godfrey).

Reminiscences of Scotland (arr. Godfrey).

9.12 to 9.30 p.m.—

A WELSH PROGRAMME

Songs—My Little Welsh Home ("Songs of the Welsh Mountains"—Williams)—Lella Megane (Contralto).

Cwydd Y Gof (The Blacksmith's Song) (Hirallthog)—William Edwards (Tenor).

Chorus—Y Delyn Aur—Phondda Welsh Glee Singers.

Songs—Cymru Annwyl (Dear Wales) (Roberts)—Lella Megane (Contralto).

Molawd Cymru (Praise of Wales) (Gellionydd and Wylid)—William Edwards (Tenor).

9.30 to 10 p.m.—

Variety

Orchestra—The Phantom of a Song

Radio Times.

Organ Solos—Lover, Come Back to Me

One Kiss—Reginald Foort.

Vocal—Drury Lane Pantomime

Memories—Columbia Light Opera Co.

Instrumental—Canadian Capers—The Six Keyboard Kings.

Vocal Quartet—Young and Healthy—The Four Musketeers.

Banjo Solos—Melodies of Yesterday—Ken Harvey.

10 p.m.—Reuter Press Bulletins.

10.05 to 11 p.m.—Dance Music.

BERLIN PROGRAMME

9 p.m.—DJQ, DJB Announcement (Germ., Engl.).

German Folk Song.

Programme Forecast (Germ., Engl.).

8.15 p.m.—Choruses and Songs about Summer and Sunshine.

The German Choral Union, conducted by Rudolf Lamy.

9.45 p.m.—News in English on DJQ and in Dutch on DJB.

11.15 p.m.—"The Four Artful Dodgers"

A Musical Farce by Goetze.

11.15 p.m.—News in German on DJQ and DJB.

11.30 p.m.—Current Events.

11.45 p.m.—Works by Walter Niemann and Hugo Hermann.

The Hans Oskar Hassel Chamber Orchestra.

12.15 a.m.—News in English on DJQ and in Dutch on DJB.

12.30 a.m.—Close down DJQ, DJB (Germ., Engl.).

RADIO MANILA

8 p.m.—Dollar 65 President McKinley Orchestra.

8.30 p.m.—Spanish International Period.

6.40 p.m.—English International Period.

6.55 p.m.—Stock quotations through the courtesy of Swan, Gilbertson and Fries.

7 p.m.—Radio shopper.

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

QUOTATIONS

New York: June 30.

	High	Low	Close	Today's	Change
New York/London Cross-rate	4.94	4.94	4.94	unchanged	Dull
New York Cotton—Oct.	11.58	11.48	11.55	11.50	.05 off
New York Rubber—Sept.	—	—	12.69	Market closed	—
Chicago—Wheat—Sept.	87 1/2	84 1/2	85 1/2	85 1/2	off
Chicago—Corn—Sept.	77 1/2	77 1/2	76 1/2	76 1/2	off
Montreal Silver—Dec.	79.20	71.80	71.35	72.20	.85 up
Silver—Official	—	—	69 1/2	69 1/2	up

Dow Jones Average	High—1934/35	Low: June 28.	June 29.	Change
30 Industrials	130.75	84.53	115.38	115.31
20 Rails	59.96	37.11	33.83	33.87
30 Utilities	31.03	14.39	23.08	23.19
40 Bonds	97.47	84.73	96.73	96.72
11 Commodity Index	85.25	41.98	57.71	—

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(Special Air Mail Service)

London, June 14.

Max Baer was once caught knocking his head against the steam pipe in his dressing-room at Madison Square Garden, where he is to defend his boxing title against Jimmy Braddock to-night. He did that, he explained, "to toughen it."

He is also alleged to have acquired his "cauliflower ear" from his trainer. The trainer was ordered to clout him until the ear grew "so that people would know I was a prize-fighter."

7.15 p.m.—Metropolis—A Blue Fantasia, by Ferde Grofe.
7.30 p.m.—RZRM Orchestra.
8.15 p.m.—Momento Africa, conducted by Antonio Serrano.
8.45 p.m.—Stock Quotations and Local Market Reports.
9 p.m.—To be announced.
11 p.m.—Sign Off.

FRANCE'S HERO

(Special Air Mail Service)

London, June 14.

Next to the Normandie in the affections of the average Frenchman comes Brantome, whose boiling caused him to be scratched from his race on Sunday.

Blanchard's son has had an extraordinary career. He was the champion two-year-old. Last year he won all the French classics except the Derby and the Grand Prix, from which he was scratched for a cough.

His final win of the season at Long-champ in the Prix de l'Arc de Triomphe produced the greatest popular demonstration ever heard on a French racecourse.

In his first two seasons he brought his owner, Baron Edouard de Rothschild, nearly 2,000,000 francs.

No wonder that the departure for Ascot of this temperamental horse is being kept a secret from his admiring public.

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AMBITIOUS STAM OFFICIALS

Encouraged To Study Abroad

Bangkok, June 22. The conditions under which Siamese students are being educated in foreign countries is being investigated.

M.P.s are allowed to send in questions which are replied to in writing, and one member inquired in the above connection whether the Government had any policy to help Siamese to study in some universities in foreign countries, which ask for only half of the usual fees.

CINEMA TRADE NOTICES

"10 RAISE"

Have you never felt, Mr. Average Man, that if you just could manage to earn a little more money, everything would be "hunky-dory," and you could ask the girl of your heart to embark on the seas of matrimony?

And how about you, Miss Average Girl? Haven't you been certain that if only Tom, or Dick, or whatever the gentleman's name be, only had a better salary, life would be just too rosy?

The failure of ten dollars to grow onto the pay check, keeping a couple in love from happiness, is the theme, tender with romance, yet poignant with heartaches, of Fox Film's new comedy-drama, "10 Raise," which comes on Wednesday to the King's Theatre.

Long a book-keeper, Hubert T. Wilkin, played by Edward Everett Horton, slaves for a meagre salary. He is content till a lovely lass enters the office as stenographer.

They love one another, but there's the boss to contend with, and his "raise-resistance" is something indescribable. More than once the book-keeper has gone in like a lion and out like a lamb. Meanwhile the lack of the raise keeps him from proposing.

As the only way out, the ledger-bound decides to get rich through speculation; he gets fleeced, and out of his misfortunes comes the fortune.

Karen Morely is co-featured with Horton, and plays the stenographer.

THE GREAT FLIRTATION

Elissa Landi and Adolphe Menjou emerge as one of the screen's really great acting teams by virtue of their scintillating performances in Paramount's "The Great Flirtation" the Charles R. Rogers production of Gregory Ratoff's amusing story, which opens to-day at the Alhambra Theatre.

It is a shrewdly written, handsomely mounted and intelligently directed film that purports to reveal the private lives of a famous professional couple. Because it deals with them as human beings and because it is replete with humour and sophistication, it escapes the stigma of the ordinary "backstage" drama.

The film details the adventures of this romantic pair; Menjou, as Karpis, the darling of the Budapest theatre, and Miss Landi, as the beautiful and ambitious unknown who climbs to fame over the wreckage of her husband's career.

The major portion of the action is laid in the United States where these two have come in pursuit of theatrical fame. Conflict of temperament, professional jealousy, the inveterate tendency to act even in real life situations soon split this pair asunder. Miss Landi is attracted to David Manners, a young playwright, and Menjou drifts along until he comes back to view her as a star. They attempt a reconciliation and, in a tense and dramatic climax, a surprise ending is written to the story.

LAST
TWO-DAYS
AT
2.30, 5.10, 7.15
& 9.30 P.M.



Witty! Comedy! Music!
In one grand picture with
15 Grand Stars!

**TRANSATLANTIC
MERRY-GO-ROUND**

with a cast headed by
Jack BENNY, Nancy CARROLL, Gene RAYMOND

ALSO LATEST WALT DISNEY'S
"FUNNY LITTLE BUNNIES"
A Silly Symphony in Gorgeous Technicolor



Gene Raymond and Nancy Carroll in Reliance's "Transatlantic Merry-Go-Round," an all-star comedy drama at the King's Theatre

"TRANSATLANTIC
MERRY-GO-ROUND"

Reliance's "Transatlantic Merry-Go-Round" at the King's Theatre, got under way with just about every screen and radio star producer Henry M. Goetz and Edward Small could think of strutting his or her stuff to the rhythm of the wild, wild waves.

Jack Benny heads the great cast as a genial master of ceremonies, broadcasting his radio programmes from a palatial ocean liner plying between New York and Europe, aboard which the entire action of the story takes place.

Nancy Carroll is delightful as the star of Benny's troupe, and handsome Gene Raymond scores as a young Raffles between Nancy and whom a charming romance develops.

All your favourite radio entertainers contribute their specialties to Benny's programme. Mitzie Green, returning to the screen a grown up, sings and does her imitable imitations of screen stars; Frank Parker and Jean Sargent sing. The Boswell Sisters harmonize as only they can, Patsy Kelly cuts up and Jimmy Grier and his orchestra play to the tune of four smash song hits. There's Sydney Howard, England's favourite comedian, who makes his American debut as a harmless drunk and clown hilariously with Sid Silvers, one-time "stooge" to Phil Baker, playing a phoney steward who is actually Raymond's confederate.

As neat a murder mystery as you ever thrilled to when Sidney Blackmer, playing a suave Broadway racketeer, who has been making unwelcome advances to Nancy, is

THE QUEEN APPLAUDS
FILM STAR

(Special Air Mail Service)

London, June 14. Cheering crowds, controlled with difficulty by the police, greeted the Queen as she drove to Covent Garden Opera House last night to hear Grace Moore, the American film-star, prima donna sing Mimi in "La Boheme."

There was another demonstration inside the house when the Queen, in a gown of rose pink embroidered with diamonds, and wearing a diamond tiara, appeared in the royal box.

As the last bar of the National Anthem died away, the whole audience broke into applause, which lasted for several minutes. The Queen sat in the corner of the royal box, and when the lights were lowered, settled down to enjoy the music of "La Boheme," one of her favourite operas.

The Queen, who had joined in all the applause, went on clapping with her white, kid-gloved hands when Miss Moore appeared.

Miss Moore dropped a low curtsy to the Queen.

Found shot to death in her cabin. All the principals are under suspicion until a second murder automatically solves the first and a happy ending, with Raymond reformed by Nancy's love, ensues.

Accommodation
A new hotel has a special room for meditation. Guests find this very useful just after paying their bills.

CRISIS
TO HIM!

CIRCUS
TO YOU!

**\$10
RAISE**

EDWARD
EVERETT HORTON
KAREN MORELY
ALAN DINEHART
GLEN BOLES

Story by Peter B. Kyne

GRETA GARBO

(Special Air Mail Service)

London, June 14.

Greta Garbo arrived at Gothenburg yesterday in the Swedish liner Kungsholm for a holiday in her homeland, but with no plans as to where she would spend it or how long she would stay. Waiting in a car on the quayside was her brother, and the two drove off to some destination that they kept secret.

Greta Garbo had travelled as "Karin Lundh," but there was no mistaking the pale figure that was seen standing on the top deck as the liner neared Gothenburg, her fair hair blowing in the breeze. Throughout the voyage Greta Garbo had kept to her cabin. Only on Wednesday evening did she appear in the dining-saloon.

She came off the boat dressed in a grey flannel suit, grey shoes, and with no hat. She was wearing hardly any make-up and looked tired and worn out. In reply to questions, she said definitely that she had had no offers to make a film in England.

MR. DISNEY'S ANCESTOR

(Special Air Mail Service)

London, June 14.

If Mr. Walt Disney should visit an exhibition of English water-colours, now open, during his stay in London, he will be particularly interested in one water-colour drawing.

It is by Rowlandson, the eighteenth century caricaturist, with whose work Mr. Disney's cartoons have much in common. It is entitled "The Fiddler" and shows a man playing the fiddle in a wood to an admiring circle of domestic and other animals.

Their semi-human expressions suggest that they were the ancestors of the "Silly Symphony" menagerie.

Mr. Disney's colouring is also very similar to Rowlandson's.

Natural Question

John attended Sunday school, and teacher was enlarging on the advantages of good health over riches. She explained: "Riches count for very little. You can't take money with you when you die. Good health is the most important thing in life."

Then John's hand went up, and he called out: "Teacher, you can't take your good health with you when you die, either, can you?"

TO-DAY AT THE
CINEMA

Hong Kong

KING'S:—
"Transatlantic Merry-Go-Round"
QUEEN'S:—
"Before Midnight"
ORIENTAL:—
"David Copperfield"

Kowloon

MAJESTIC:—
"Forsaking All Others"
ALHAMBRA:—
"The Great Flirtation"

Coming

KING'S:—
"10 Raise"
ORIENTAL:—
"Hi Nellie"
"White Parade"

LONDON TO
CHINA

Air Link Plans

(Special Air Mail Service)

London, June 14.

The extension of the Imperial Airways' system from Singapore to Hong Kong—bringing China into direct air communication with England—is to be brought a stage nearer to realisation this month. On June 20 two R.A.F. flying-boats are to leave Singapore on a 4,500 miles' flight to Hong Kong and back, in the course of which they will survey possible alternative routes for the operation of a commercial air service between the two countries.

TWO ROUTES

On the outward journey the flying-boats will make only one intermediate halt at Kamranh Bay on the coast of Annam—and will reach Hong Kong on the second day, after a flight of approximately 2,000 miles from Singapore.

On the return journey they will follow a longer route via Manila in the Philippine Islands, and Labuan on the coast of Borneo, the flight from Manila to Singapore being completed in one day.

The flying-boats, which are attached to No. 205 Squadron, R.A.F., will carry a total complement of fifteen officers and men, including Air Commodore S. W. Smith, who commands the Royal Air Force in the Far East.

Considerable importance is attached by British interests in the Far East to the early establishment of a British airline link with Hong Kong and China, particularly in view of the imminent introduction by America of an 8,700 miles' trans-Pacific air service connecting California with Canton, and a French project for an extension of their present Paris-Saigon service to China.

ACROSS SIAM

It is feared that unless practical measures are taken by Great Britain in the near future Hong Kong may be altogether left out of the Far Eastern airline system.

A commercial flying-boat service over either of the routes to be surveyed this month, or an aeroplane service across Siam and French Indo-China, would bring Hong Kong within about two days of Singapore.

Here the service would connect with the weekly England-Australia air service and make possible through air journeys between London and Hong Kong in 10½ days.

JAPAN AND CHINA

(Special Air Mail Service)

London, June 14.

There is a hopeful gloss on the messages from China, but with the Japanese Army in virtual control of diplomacy as well as force it would not do to be sanguine about the outcome. If China appears to be willing to accept the Japanese demands it is the content of the helplessness. And if the demands are accepted and demilitarisation "carried out" in accordance with Japanese instructions, Peking and Tientsin might as well be flying the Japanese flag. Looking for good in evil, observers report the breakdown of the anti-Japanese faction in Canton, and predict the fall of the independent Government there as a prelude to the unity of the country under Nanking. This seems a good deal to expect even as a consequence of present humiliations.

MAJESTIC
THEATRE
NAT. ST. ROAD, KOWLOON. TEL. 57223
SHOWING TO-DAY
At 2.30, 5.20, 7.20 & 9.20 P.M.

A CHINESE
PICTURE

WITH CANTONESE DIALOGUE

JOAN CRAWFORD
CLARK GABLE

ROBERT MONTEGOMERY

IN

"FORSAKING
ALL
OTHERS"

M. G. M. PICTURE.

BARE LEGS BAN

At The Oval

(Special Air Mail Service)

London, June 14.

When the first women's cricket match at the Oval, London, is played there on Saturday, the teams will present a contrast in dress.

Quests of honour are the Tourists, who were unbeaten in Australia, and who by this feat—unrivalled by any men's team—have earned their right to play on the famous ground. They will wear one-piece dresses with divided skirts.

Their opponents are "the Rest of England," composed of players from the North, the Midlands and London.

The "Rest" are to be in white "gymnastics" worn over long-sleeved shirt blouses. Both teams are compelled to wear long white cotton stockings, for there is nothing frivolous about women's cricket dress!

Miss Betty Archdale is the Tourists' captain. She is as stylish a player as any, with a grand forward drive. The team includes splotchy bowlers, certainists and several fine fielders.

The Rest's two best players are married women, Mrs. C. Holden, of Bournemouth—a big hitter and a bowler who can make the ball kick and turn—and Mrs. Joan Davis, of Guntersbury, a good-left-handed batswoman.

Miss V. Straker, England's ex-lacrosse captain, is captaining the Rest.

Overheard in London

"Granny, what's the difference between a buffalo and a bison?" asked an English boy.

"A buffalo is an animal; and a bison is what you makes yer puddings in."

ALHAMBRA
THEATRE
TO-DAY & TO-MORROW
at 2.30, 5.20, 7.20 & 9.20 p.m.
**"I WANT MEN
TO ADORE YOU"**
...but not too much!

**THE GREAT
FLIRTATION**
Presented by Adolph Zukor
with
ELISSA LANDI
ADOLPHE MENJOU
DAVID WANNING
Directed by Robert Florey
A Paramount Picture

4 SHOWS
DAILY
2.30-5.15
7.15-9.30

ORIENTAL
THEATRE
FLEMING
ROAD
WANGHAI
TEL. 28478

LAST
4 TIMES TO-DAY
A MIGHTY PRODUCTION
THAT ECLIPSES
ALL SHOWN RECORDS
65
DISTINGUISHED
PLAYERS

**DAVID
COPPERFIELD**

TO-MORROW
& THURSDAY
THE
HUMAN DYNAMO
IN ANOTHER
GREAT PICTURE
OF
LAUGHTER & THRILLS

HERE'S
Warner Bros.
latest and
greatest hit.

**PAUL
MUNI**
"Hi, Nellie"

Summer Prices Matinees 20 cts.-30 cts. — Evenings 20 cts.-35 cts.-55 cts.

KISS AND MAKE-UP

Since time began woman has been asking for an answer to her plea: "I want to be beautiful." And Paramount's "Kiss and Make-Up" the romantic tale of the handsome young beauty doctor, to whom women flock for treatment, but remain for love, uses this eternal theme for its story.

Featuring Cary Grant, Genevieve Tobin, Helen Mack and Edward Everett Horton, "Kiss and Make-Up" will be seen from Thursday at the Queen's Theatre.

Monty Maris, Toby Wing, Henry Armetta, Dorothy Christie and the thirteen Wampas Baby Stars of 1934 appear in supporting roles in the film which was directed by Harlan Thompson and Jean Negulesco from a play by Stephen Beckin, Viennese playwright.

Amid songs, music and lavish settings, "Kiss and Make-Up" tells how the intriguing young doctor married his most perfect synthetic beauty, only to meet disappointment and to return to his demure little secretary.

HI, NELLIE!

Playing a newspaper man is a definite departure for Paul Muni, who does so for the first time in "Hi, Nellie!" the Warner Brothers picture which will be showing at the Oriental Theatre on Wednesday and Thursday. But to many other members of the cast the argument was no novelty.

"Hi, Nellie!" is an exciting picture of the modern newspaper

BABBITT

When Sinclair Lewis wrote "Babbitt," the first National production which comes to the Alhambra Theatre on Thursday, he struck a note that resounded throughout the land. Even the staid Encyclopedia Britannica says "It is probable that this novel had more effect on public consciousness than any other written in English in this decade."

Lewis himself was born in a small town called Sauk Center, so the small town people of his novels have a reality that makes them seem flesh and blood.

As a picture, "Babbitt" is one of those complete combinations of fun and drama. It is the story of a man who did not know as much as he thought he did and of a woman who knew more than anybody suspected.

Guy Kibbee, as the husband, George Babbitt, and Aline MacMahon as his wife, have exactly the good old home-spun qualities that the story demands.

The supporting cast is unusually capable and large, including Claire Dodd, Maxine Doyle, Glen Boes, Minor Watson, Minna Gombell, Alan Hale, Berton Churchill, Harry Tyler, Russell Hicks, Arthur Aylesworth, Mary Treen and Nan Gray.

world in which a managing editor is demoted to handling the "Heart Throbs" department. The story is by Roy Chansler and the direction by Mervyn LeRoy. Sidney Sutherland and Aben Finkel adapted the Chansler magazine story for the screen.

TO-DAY

AND

TO-MORROW

At 2.30, 5.10, 7.20 & 9.30 P.M.

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At 2

DAINTY
AND
ATTRACTIVE
**SUMMER
SHOES**

PRICES
FROM
\$5.50 Pair.

FROM:—
GORDON'S LTD.
Hong Kong's Ladies'
Shoe Specialists.

THIS HOT WEATHER

There is nothing more refreshing
than a really good Gimlet.

But there must be plenty of ice
and it must be

ROSE'S LIME JUICE



Sole Agents:

CALDBECK, MACGREGOR & CO., LTD.

HUNG CHEONG

GROCERIES AND PROVISIONS
WINE AND SPIRIT MERCHANTS

66, NATHAN ROAD.

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PROGRESS

Better Times are Ahead
Are you ready to reap
the benefit?

Only by consistently advertising
your goods can you hope to reap
the benefit that better business
conditions will certainly bring
you. And what better medium
than the

SOUTH CHINA DAILY NEWS (NAM WAH YAT PO)

Whose daily circulation of 18,000
reaches modern and progressive
Chinese in both Hong Kong
and South China.

A great favourite with young and modern China on account of the
excellence of its sporting news and authoritative political articles,
the South China Daily News is too valuable a medium to be left out
of your appropriation.

For Rates Apply To The Advg. Manager
South China Daily News (Nam Wah Yat Po)

49-51, HEDDERLEY ROAD, HONG KONG.

Tel. 25612 & 25555.

CABLES "SWYNDONIA"

LOOKING OVER SIDE?

Sequel To Aviator's Death

Singapore, June 24.
The theory was advanced at the
inquest on Saturday of Flying Officer
R. Talbot Smith (aged 23) of No.
36 (T.B.) Squadron, R.A.F., Singa-
pore, who was killed when his ma-
chine crashed during flight diving-
bombing practice on June 13, that
the pilot might have been looking
over the side of his aircraft in
order to see the result of his aim
and thus did not realise how close
he was to the water.

The three machines of the flight
were being flown solo, it was re-
vealed.

A verdict of death by mid-adven-
ture, owing to an error of judg-
ment, was returned.

The evidence showed that Tal-
bot Smith was knocked uncon-
scious by the impact but was
thrown clear of his plane. Al-
though the crash occurred some
4,000 yards from the shore he was
picked up, by motor boat, in 21
minutes. Wearing a flotation
jacket he was adrift.

DROWNED

Everything possible was done.
Artificial respiration was applied
for over an hour but without suc-
cess. Death was due to drowning
with concussion.

The inquiry was held before the
Singapore Coroner (Mr. W. G.
Parter) with whom sat Squadron-
Leader T. A. Langford-Sainsbury,
officer commanding No. 36 (T.B.)
Squadron.

Flying Officer W. Cameron who
was waiting to take-off when the
machine crashed, said three ma-
chines had taken off in formation
and climbed to about 5,000 feet.

Two aeroplanes carried out their
dive in succession and pulled out
at approximately 1,000 feet.

The third aeroplane appeared to
dive more steeply. "I began to
come out of the dive between 300
and 400 feet. It came out slowly
down to 150 feet and then rapidly
to the time it struck the water at
an angle of about 14 degrees.

LOOKED OVER SIDE?

Pilot Sergeant Stanley Thomas,
another witness of the accident,
was of the opinion that the ma-
chine did not begin to come out
of the dive until it had dived to
within 150 feet of the water,
which it struck at an angle of
about 30 degrees.

Flt.-Lieut. A. H. Paul, who was in
command of the flight, said he led
the dive on the target from a
height of about 3,000 feet. The air-
craft dived in succession, Flying
Officer Talbot Smith bringing up
the rear.

Witness commenced to pull out
of his dive at 1,500 feet.

"If Flying Officer Smith had ap-
preciated the height he had reach-
ed in his dive he would have been
able to recover in time," said wit-
ness.

"In bombing practice the bomb
has to be released during the
dive. Should the pilot wish to see
the result of his aim he can look
over the side of his machine and
follow the bomb in view down to
the water.

"By doing this the pilot might
lose sight of the fact that he was
approaching the water nearer than
is desirable."

Witness could not say whether
Flying Officer Talbot Smith did this.

The aircraft had been passed as
airworthy that morning and no
defects were found on expert ex-
amination of the wreckage.

Cpl. J. Kelly, who was in charge
of the rescue boat, and Squadron-
Leader J. B. Gregor, medical offi-
cer, also gave evidence.

LONG PREMIERSHIPS

By remaining Prime Minister
for six years at a stretch, Mr.
MacDonald beats both Mr. Bal-
win (four years seven months)
and Mr. Lloyd George (five years
10 months).

He falls, however, to equal the
record of Mr. Asquith, who was
Premier for eight years and eight
months, from April, 1908, to De-
cember, 1916.

Mr. MacDonald equals Lord
Salisbury's six years of office,
from 1885-1892, but not his seven
years and a few days, from 1895
to 1902.

To beat Mr. Asquith's record
one has to go right back to Lord
Liverpool, who was Prime Minis-
ter continuously through the
troubled fifteen years, from 1812
to 1827.

Around the Courts

SEQUEL TO BURGLARY

A robbery that occurred four
days ago, when two brass ele-
phants and \$10.90 in money were
stolen from No. 21 Lock Road,
Kowloon, the residence of Mrs.
Goodfellow, was the subject of a
case heard before Mr. W. M.
Thomson of the Kowloon Magis-
tracy yesterday, when Kwok Muk
Cheong (21) and Lam Fui Yin
(22) appeared on charges relating
to the theft.

The first defendant was charg-
ed with the actual theft, while
second defendant was charged
with receiving stolen goods,
knowing same to have been stol-
en.

Mr. and Mrs. Goodfellow ap-
peared in Court, the latter as
complainant. Both defendants
pleaded guilty to the charges, pre-
ferred against them, respectively,
the prosecution explaining that
on the 28th, last week the com-
plainant reported to the Water
Police Station that a larceny had
occurred at her flat in which two
brass elephants and \$10.90 in
money was stolen. Entry into the
flat in question could either have
been effected through the bath-
room door or front verandah, both
of which were open at the time
of the occurrence.

The next day, both defendants
were arrested on information
received in Canton Road, by a
Chinese detective. The first de-
fendant had \$2.10 in a small
purse in his possession, the second
defendant having nothing. The
latter, however, admitted receiv-
ing a brass elephant from his
companion (first defendant)
which he had sold to a person
in West Point for ten cents.

The value of the elephants were
stated to be one dollar each. In
answer to the Magistrate, first
defendant said that he had lost
the rest of the money in gam-
bling, the amount found in his
possession being all that remain-
ed.

Neither defendant had any
previous convictions and in sen-
tencing the first defendant to 6
weeks imprisonment, and the se-
cond to 3 weeks, the Magistrate
ordered that the stolen goods and
money be returned to the com-
plainant.

LOITERER JAILED

Lo Che To (31) of Lai Chun
Village, Tung Kun was sentenced
to 3 weeks imprisonment by Mr.
W. M. Thomson at the Kowloon
Magistracy yesterday for loitering
in Surrey Lane, Kowloon Tong,
where he was arrested on Sunday
after having failed to give a sat-
isfactory account for his move-
ments to a Police constable on
beat duty.

Inspector W. R. Chesler-Wood,
of the Kowloon City Police Sta-
tion mentioned that there was a
prevalence of petty thefts lately,
defendant admitting at the Sta-
tion that he had intended to com-
mit a theft prior to his arrest.

Before Mr. Balfour at the Cen-
tral Magistracy morning Tam Kan
was charged with larceny by bal-
lee of two razors at 310 Queen's
Road West, 1st floor, and was sen-
tenced to seven days or \$5. In-
spector Hourihan stated that on
the June 23, defendant was ar-
rested at Yau-mat for attempting
to sell the razors, property of
Lau Kiu, a widow. Accused said
that he had been given the razors
to sharpen by the complainant.

DERBY JOCKEY CAUTIONED

(Special Air Mail Service)

London, June 14.

The following appears in the
Racing Calendar to-day:

The Stewards interviewed H.
Wragg with regard to his having
pulled out on Theft in the course
of the Derby to let Bahram
through.

"They drew his attention to
Rule 139, which says:

"Any horse which runs in a race
shall be run on its merits whe-
ther his owner runs another horse
in the race or not."

Wragg admitted that he had
contravened this rule.

They cautioned him and warned
him that if he or any other jock-
ey disregarded this rule in future
they would be severely dealt with.

BEFORE MIDNIGHT

A chill-inspiring mystery melo-
drama involving several murders
in the country home of an eccen-
tric millionaire describes "Before
Midnight," Columbia production
scheduled as to-day and to-mor-
row's attraction at the Queen's
Theatre.

Ralph Bellamy in the role of
"Detective Trent" heads the large
cast. Bellamy is one of the
screen's most popular leading men
with successful performances in
many recent productions to his
credit, notably "Below the Sea,"
"Headline Shooters," "Narrow
Corners," and "Ever in My Heart."

June Collyer resumes the aus-
picious career she terminated two
years ago when she married Stuart
Erwin, screen comedian, with her
role of "Janet" in "Before Mid-
night." She brings to the film an
aura of lovely romance in her
loyal love for the suspected "Dr.
Marsh" portrayed by Arthur Pier-
son. "Alexander Hamilton" was
the film she last appeared in prior
to her sojourn from screen work.

To the important role of "Fry"
Claude Gillingwater, veteran stage
and screen actor, brings the vast
repertoire of experience gained in
over thirty years of tramping on
the American stage. He made his
first film with Mary Pickford
in 1921 and has devoted his time
and efforts to films ever since.

Arthur Pierson, Betty Blythe
and Bradley Page appear in sup-
porting roles.

Lambert Hillyer directed "Before
Midnight."

OPIMUM CONFISCATED

An order for the confiscation of
200 taels of opium, was made by
Mr. W. M. Thomson, the Kowloon
Magistrate yesterday, after Sub-
Inspector R. Cunningham had
given evidence of having found
same at No. 260 Reclamation
Street, first floor on Thursday
last.

The opium in question was
found in a cockpit, said Sub-
Inspector Cunningham, but no
claimant could be traced.

The Magistrate made the neces-
sary confiscation order after first
addressing the Court in general
for any claimants.

Protect Your
**THROAT
and
CHEST**

Always
Keep
A Bottle
of PEPS
Handy!

"The
Remedy
You
Breathe"

of medicine
dealers everywhere.

Agents—Messrs. Gilman & Co., Ltd., 44, Des Voeux Road, Hong Kong.

HONG KONG BENEVOLENT SOCIETY

All donation gratefully received by the
Hon. Treasurer Mrs. Wynne Jones,
404, The Peak.

Old Clothes at

The Daily Press Building

Mondays & Thursdays.

CHINA
EMPORIUM

**BIG
SUMMER
SALE**

STARTS TO-DAY

**PHENOMENAL BARGAINS
IN ALL DEPARTMENTS**

**DON'T MISS THIS
OPENING OPPORTUNITY!**

NEW ADVERTISEMENTS

ST. STEPHEN'S COLLEGE, STANLEY.

HIS EXCELLENCY SIR THOMAS SOUTHERN & Lady SOUTHERN have kindly consented to attend the Prize Day at STANLEY on THURSDAY, JULY, 4th at 5 P.M. when His Excellency will distribute the Prizes.

By the kindness of Lieut.-Col. R.E. Hindson and Officers, the Band of The Royal Welch Fusiliers will play before and after the Prize-giving.

All who are interested, particularly Parents and Old Boys, are invited to Attend.

[3643]

NOTICE.

NOTICE is hereby given that ALEXANDER KURRIK of 28, Humphrey's Buildings, Kowloon, is applying to the Governor for naturalization, and that any person who knows any reason why naturalization should not be granted should send a written and signed statement of the facts to the Colonial Secretary.

[3444]

NOTICE.

NOTICE is hereby given that we have removed our Works from 327, Prince Edward Road, Kowloon to our new premises at 98-99, Gloucester Road, Wanchai. For prompt and efficient service please dial 33617.

DOMESTIC ENGINEERS, LTD.,
8, Des Vaux Road, Central.
July 1st, 1935.

[3642]

THE CHINESE ENGINEERING & MINING COMPANY, LTD.
(INCORPORATED IN THE UNITED KINGDOM).

62 FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST Due on 1st JULY, 1935, will be made on presentation of Coupon No. 48 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

BANQUE DE L'INDO-CHINE.

BANQUE BRUNER FOUR (Tientsin and Shanghai only).

The Interest, less Income Tax at 4/8 in the 2, will be:

On 250 DEBENTURES: s. d.
Per Coupon (Gross) 12. 0.
Less Tax at 4/8 in the 2- 2. 8-2/5

Net Amount Payable 9. 3-3/5

On 2100 DEBENTURES: s. d.
Per Coupon (Gross) 8. 0. 0.
Less Tax at 4/8 in the 2- 13. 6.

Net Amount Payable £2. 6. 6.

On 2500 DEBENTURES: s. d.
Per Coupon (Gross) 15. 0. 0.
Less Tax at 4/8 in the 2- 3. 7. 6.

Net Amount Payable £11. 12. 6.

Payment will be made in Local Currency at the Demand Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
C. KU, W. PRYOR,
Chief Managers. (Deputy).

[3641]

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.
(IN VOLUNTARY LIQUIDATION.)

NOTICE is hereby given that an Extraordinary General Meeting of the United Asbestos Oriental Agency, Limited (in voluntary liquidation), will be held at the Offices of Messrs. Dodwell & Company, Limited, at Queen's Building, Victoria, in the Colony of Hong Kong, on Friday, the 5th day of July, 1935, at 11 O'clock in the morning at which Meeting the Liquidators will lay before the Meeting an account of their acts and dealings and of the conduct of the winding up during the Sixth year of Liquidation.

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.
(IN VOLUNTARY LIQUIDATION.)
Per Pro DODWELL & COMPANY, LIMITED.

R. K. VALENTINE,
Acting Sub. Manager,
Liquidators.

[3635]

ADVERTISEMENTS.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of MRS. CATHERINE NIVEN BYRES, Late of 44, Ashley Road, Aberdeen in Scotland, Widow, Deceased.

NOTICE is HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an Order limiting the time for Creditors and Others to send in their claims against the above Estate to the 18th DAY OF JULY, 1935.

All Creditors and Others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 25th day of June, 1935.

JOHNSON, STOKES & MASTER,
Solicitors for the Trustee & Executrix,
Prince's Building,
Ice House Street,
Hong Kong.

[3639]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of SHIOE NISHIOKA, Late of No. 49, Baipho Road, 1st Floor in the Dependency of Kowloon and Colony of Hong Kong, Spinster, Deceased.

NOTICE is HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an Order limiting the time for Creditors and Others to send in their claims against the above Estate to the 18th DAY OF JULY, 1935.

All Creditors and Others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 25th day of June, 1935.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Prince's Building,
Ice House Street,
Hong Kong.

[3630]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of GEORGE MONTAGU HANSTON, Late of 16, Colchester Road, Putney, in the County of Surrey, in the United Kingdom, Medical Practitioner, Deceased.

NOTICE is HEREBY GIVEN that the Court has, by virtue of the provisions of Section 58 of Ordinance No. 2 of 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to 24th JULY, 1935. All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

DEACONS,
Solicitors for the Executrix,
1, Des Vaux Road Central,
Hong Kong.

[3638]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of EDWIN FREDERICK ST. VENTIL, Late of 5, Dora Terrace in the Island of Jersey, Chairman, formerly of 1, Chalkmont Road, St. Helier, Island of Jersey, Gentleman, Deceased.

NOTICE is HEREBY GIVEN that the Court has, by virtue of the provisions of Section 58 of Ordinance No. 2 of 1897, made an order limiting the time for Creditors and send in their claims against the above others to estate to 24th JULY, 1935. All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

DEACONS,
Solicitors for Frederick George Vincent Stove (one of the Executors),
1, Des Vaux Road, Central,
Hong Kong.

[3632]

CALL

CHINA UNDERWRITERS, LIMITED.

NOTICE is hereby given that a call of \$1.0 per share has been made upon all members holding shares upon which \$4.00 per share only has been already paid, and that the same will be payable to the Bankers of the Company, Hong Kong & Shanghai Banking Corporation, at Queen's Road Central, Hong Kong on or before the 8th September, 1935.

Dated 31st May, 1935.

By Order of the Board of Directors,
HERBERT R. STURT,
Managing Director.

[3637]

ADVERTISEMENTS.

THE BANK OF EAST ASIA, LTD.

NOTICE OF REMOVAL.

NOTICE is hereby given that we will remove to our new Bank Premises, No. 10, Des Vaux Road, Central on 2nd July, 1935.
Hong Kong, 27 June, 1935. [3635]

NOTICE.

MR. F. A. POLLOCK and Mr. ROBERT GORDON, have this day been authorised to sign the name of the Firm

Mr. D. L. NEWBIGGING and Mr. W. F. D. SMITH, have been authorised to sign per procuration.

JARDINE, MATHESON & CO., LTD.

Hong Kong, 1st July, 1935. [3639]

CATHOLIC CONGRESS

Impressive Ceremonies At Prague

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 1, 4.30 p.m.)

Prague, July 1.

The first Catholic Congress comprising delegates from all parts of Czechoslovakia reached its climax with impressive eucharistic ceremonial in the centre of the city at the monument to Saint Wenzel. The delegates included Czechoslovaks, Germans, Hungarians, Poles and Rutherians, many in picturesque national dress.

At 8 p.m. all the church bells began chiming to announce the approach of Cardinal Legate Veridier, Bishop of Paris, in the historic, gilded six-horse coach. Following him were the Archbishop of Olmutz and Prague. Next came the eucharistic procession. At the Saint Wenzel monument the Cardinal Legate conferred the Papal blessing on the crowd.

On Sunday morning, the Cardinal Archbishop of Vienna, Dr. Miltner celebrated Holy Mass in Baum Garten, one of the most beautiful parks in Prague. 15,000 Germans attending.

Transocean Kuo Min

ITALIAN ARMY MANOEUVRES

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 1, 4.30 p.m.)

Rome, July 1.

This year's Italian Army manoeuvres will take place at the end of August when between seven and eight divisions will take part.

For July and August immense exercises are scheduled in which a total of half a million men will take part. The centre of operations will be Bozen in the South. Signor Mussolini is to be present.

Transocean Kuo Min

ENGAGEMENTS

The engagement is announced between William Elliot, third son of the late Mr. Robert Grieve and Mrs. Grieve, of Southwood Park, Basingsale, and Gwyneth, elder daughter of Mr. and Mrs. A. E. Jones, of Shanghai, China.

The engagement is announced, and the marriage will shortly take place in Hong Kong, between Captain E. C. Boyd Shannon, L.A.S.C., elder son of Major and Mrs. Boyd Shannon and Edith, younger daughter of Mr. and Mrs. F. J. Hetherington, of Oakleigh Park, Middlesex.

DEATHS

STANDAGE—On June 9, 1935, at a Watford nursing home, Irene Dorothea Standage, younger daughter of Mr. and Mrs. R. F. Middleton, Colne Mead, Rickmansworth, aged 28.

STIVEN—On June 11, 1935, very suddenly, at 3, Park Road, Beckenham, Elizabeth Catherine, widow of John Stiven, of the Chartered Bank of India, in her 69th year.

Editorial and Business Office: 11, Ice House Street, Tel. 30351.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, July 2, 1935.

CLASS AND OUT OF CLASS

The subject of education is very much in the public eye in Britain at present and the question as to what is the end of education has been asked quite frequently these past few months. There are a number of practical people who hold the view that the School Leaving Certificate answers all such questions but in the report of the Board of Education, an altogether different view is given.

For instance Mr. Wheldon the Permanent Secretary to the Welsh Department, speaks of the "symmetrical development of spirit, mind and body" as the end in view, and it is indeed refreshing to hear so humane and excellent a doctrine from such an authority.

Mr. Wheldon, as may be known, speaks for the Secondary Schools of Wales where they are trying with some success not only to instruct but also to cultivate the child. In the State Schools in England, instruction is too much the aim and the end in view and in the elementary schools at least, and not there alone, instruction often defeats education and the child leaves with a hazy idea of "1008 and all that," but that, it is feared, is about all. The child leaves without the ability to read or to write or to sum, to say nothing of the other results of education defined by an authority as a "measure of social ease."

Even in the case of the secondary schools the energies of the staff are apt to be too much directed to the requirements of the examination which "stultify the purpose of secondary education." It is therefore possible that Mr. Wheldon, for that reason, looks for these nobler results to the out-of-class activities of the school, and its corporate life outside the classroom. It may be that the ideal schoolmaster would make class as pleasant as out-of-class.

No profit grows where is no pleasure taken.

In brief, sir, study what you most affect.

Be that as it may, for the most part class work is apt to be a drudgery from which both master and pupil are glad to escape, but that does not end in school for there is the corporate life and the out-of-class activities, not only in games, but in a well-run school plays, concerts, and various societies, camps and expeditions.

To overdo these things or to leave no leisure in the young mind and body, also to carry supervision too much into these activities would not only be undesirable but also unwise. The fact remains, however, that they must be set and kept going, so as to give boy and girl a reasonably full life and the opportunity to learn without the burden of learning to co-operate with others, to get to know how to lead or how to follow, and to gather both discipline and "social ease." These, and all the other factors which contribute to make what Mr. Wheldon calls the "knowledgeable" man or woman, should find their beginnings at school, whether in or out of class.

In Wales there is the Elstedford which gives an impulse to the musical and poetical genius of the country. It is hoped that in England too there is this tendency to take a broader and more humane view of education than used to be taken by the harassed and over-worked school teachers and other people connected with education, for with less instruction there might be more education. The child should carry more away from school than the ill-digested gobbets of knowledge which are too often all that is to be found in his mental stomach. If there were a concentration on fewer subjects with more mastery, there will no doubt be more ease and pleasure in our educational system and in this connection it might be mentioned that music, dance and drama might play a large part. There are latent capabilities in school, and it would be unreasonable when the grinding necessity of what must be done is considered, to except too much in this direction. Nevertheless, it is pleasant to gather at least that these spiritual ideals are not dead in the bosom of the Board of Education.

ENGLAND ALL OUT AT LUNCH TIME

Thirty Runs Behind In First Innings

GOOD SECOND INNINGS START BY TOURISTS

Taking five wickets for 49 runs, Balaskas with his leg breaks and googlies completely beat the England batsmen in the Second Test against South Africa which was continued for the second day at Lord's yesterday. England had a deficit of 30 runs in the first innings score when they were all dismissed by lunch time.

Wyatt was top scorer with 53, his career coming to an end when he made a stinging drive of a ball from Dalton to be caught by Nourse at deep mid-on. E.R.T. Holmes, who has been prominent with centuries lately, failed as he was caught at short leg from one of Balaskas' fast pitchers after scoring only ten. Hammond and Langridge scored 27 each.

South Africa commenced their second innings and at tea time had lost Siedle with the total at 117 for 1.

London, July 1.

When England resumed her innings against the South Africans at Lord's in the Second Test Match to-day the weather was warm and sunny, there being an attendance of 8,000 people. The wicket was responsive to spin bowling, being extremely brisk.

R. E. S. Wyatt and Hammond continued the innings, the former being 42 not out and the latter 12 not out on Saturday. Twelve runs were scored off the first two overs when Crisp was relieved by Dalton with the score at 93.

The hundred mark was reached in 111 minutes, but disaster soon befell England, when Hammond was bowled by a top-spinner from Dalton. He had contributed 27 runs. The score board read 100 for 3 wickets.

Wyatt reached the half century mark in fifty minutes with the score at 113.

Ames who had taken Hammond's place at the wicket was very lucky to get away with two chances to Siedle at second slip, who failed to hold either from the bowling of Balaskas.

WYATT OUT

Wyatt had only added three runs to his half century mark when he was taken by Nourse at deep mid-on off the bowling of Dalton when he had driven with stinging force, 100 for 4.

Wyatt had batted flawlessly for 120 minutes, reaching the boundary twice. Incidentally the England Captain reached his thousand run for the season before he was dismissed.

Not long after, Ames succumbed to one of Balaskas's famous googlies, 116 for 5.

Holmes was the next to go, being taken by Bell at forward short-leg from the bowling of Balaskas, who was fast off the pitch. Holmes had made only 10 runs. The score board then read 121 for 6.

Farrimond then was joined by Langridge both of who scored 6 runs apiece with the score at 133 for 6 after an hour and a quarter of batting.

RUN-A-MINUTE

After a run-a-minute partnership the 150 was hoisted, this total representing 175 minutes at the wicket.

Farrimond was then totally deceived by a leg break from Balaskas his contribution being 13 after forty five minutes and the total 158 for 7.

Further disaster overtook England as Langridge was taken by Mitchell, fielding in the slips, from the bowling of Balaskas who sent down a ball that swung out. Langridge had scored 27 runs, 161 for 8.

ALL OUT FOR 193

Nichols did not stay very long being caught by Cameron from a snick off Langton (117 for 9). Verity was given out lb.w. to Langton under the new ruling, after scoring 17. Mitchell was not out with 5, and extras yielded 10, making a total of 193 runs.

TOURISTS BAT

The crowd had increased to 10,000 when South-Africa commenced their second innings after lunch.

Siedle and Bruce Mitchell as usual were the opening batsmen, but the former did not stay long as he fell a victim to a low catch by Farrimond off the bowling of the Derbyshire trundler, Mitchell, Siedle had scored 13 and his wicket fell with the total at 32.

FINE STROKING

Bruce Mitchell was joined by Rowan and the former continued to give a display of fine stroking.

NEWS SUMMARY

Dr. H. H. Kung and Dr. Wellington Koo both made speeches in Shanghai recently on the subject of employment in China. Dr. Kung's speech was delivered at St. John's University while Dr. Koo spoke at the University of Shanghai.

The New York Giants, leaders of the National Baseball League, secured dual victory by beating the Brooklyn Dodgers in a double header. The Giants won the first game at 7-4 but only needed out their opponents in the second.

Page 10.

The list of half-yearly promotions in the Royal Navy, issued yesterday contains the names of three officers on the China Station. The three officers concerned are Lieut.-Comdr. W. W. Davis, of H.M.S. Kent, who is Fleet Torpedo Officer; Lieut. Comdr. H. T. Rust, of H.M.S. Cumberland, which has gone home for refit; and Lieut.-Comdr. J. A. Carlie Hill, of H.M.S. Olympus. All three are promoted to the rank of Commander.

Page 7.

At the Kowloon Court yesterday two Chinese males were charged in connection of a theft that occurred on Friday last, one of the defendants admitting that of the \$10.90 he had stolen, only \$2.10 remained, the balance having been lost at gambling. Sentences of 6 weeks and 3 weeks respectively were passed by Mr. W. M. Thomson, who ordered that the stolen goods be returned to Mrs. Goodfellow, complainant in the case, who resided at No. 21 Lock Road, Kowloon.

Page 6.

The whole-hearted support of both Chinese and European Christians are asked for, at a United Service to be held at St. John's Cathedral on Monday, July 8, commencing at 8 p.m. Admission is by ticket, and applications for same can be made to the ministers of the respective churches. A collection will be made, the proceeds of which are to be devoted in aid of missionary work being carried out by the Chinese Anglican Church in Shanghai, the province to which Alopen came thirteen centuries ago. The Rev. John Foster, of Canton will give an address in English and Chinese.

Page 7.

Significance is attached to reports received in the Colony that in the not distant future Hong Kong will be linked up with the Imperial Airways. Prospects in this respect are heightened by word being received here that sites for six new aerodromes have been selected in Borneo.

Page 7.

"Golf Notes" by "T. Handicap, the usual Tuesday feature will be found in our Sports Page. It is revealed that the winner of the British Open averaged slightly less than 71 strokes per round, while the aggregate of the first four places is 285.5. This works to 71.62 strokes per player. H. Mundy, Captain of the Kowloon Golf Club, defeated D. C. Wilson in the Summer Cup, and this is also recorded in these notes.

Page 10.

The Hon. Sir William Shenton and Lady Shenton and their daughter Yvonne Shenton are bound for a three months holiday in Japan and the North and will be back in the Colony towards the middle of August.

Mr. G. T. Thadani, the General Manager of Messrs. K. A. J. Chotirmall in the Far East leaves Hong Kong to-day on a tour of the World which has a two fold purpose—business and pleasure.

Half an hour after the commencement of her return trip to Hong Kong, the s.s. "Kinkasan" ran aground in a mud bank at Macao, on Sunday, and was stuck fast for about twenty minutes. The skipper of the vessel, Captain Hales managed however, to get the vessel off without damage, arriving back in Hong Kong less than an hour late. The s.s. "Kinkasan" sailed for Macao as usual yesterday morning.

Three cases of dog bites have been notified to the Police. The victims have all received treatment at the Kowloon Hospital, whilst in each case the dogs responsible have been sent to Man Tau Kok for observation. S. Dallow, of No. 711 Nathan Road, ground floor, reports that his small, fat dog was bitten on the wrist by a chow dog on Friday evening, at about 9 p.m. Private L. Staffok, of the Lincolnshire Regiment, was bitten by a Scotch terrier, whilst visiting Mrs. M. Wong, at No. 7 Belfair Road, at about 8.30 p.m. on Friday.

Page 7.

A funeral service for the late Mr. J. T. Searle, of the Chinese Maritime Customs, cruiser Hai Hsing, was held at the Colonial Cemetery yesterday afternoon, after which the remains were taken to the Crematorium at Causeway Bay.

Page 7.

Mr. Eric Moller has announced this shipping business has been transferred and registered as a private and limited liability company to be known as the Moller Line, Ltd., incorporated under the Hong Kong Companies Ordinance.

Page 7.

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QUESTIONS ON NORTH CHINA

Activity In House Of Commons

London, July 1. In the House of Commons today, Mr. A. E. L. Chorlton (Con. Plating) asked for an estimate of the amount of capital interests owned by British subjects and British corporations in China north of the Yellow River.

The Foreign Minister, Sir Samuel Hoare stated in reply that it was very difficult to make an estimate, but according to a most recent and very reliable authority the amount involved represented a small proportion of the total British investments in China.

Mr. Chorlton further asked in view of the interests of the British bondholders in Chinese railways whether the Japanese Government were required to pay for transport of Japanese troops on Chinese railways.

Sir Samuel Hoare replied that he had no particular information on the matter, but payment was usually made for transport of foreign troops on Chinese railways and he had no reason to suppose that the Japanese Government were adopting a different procedure in this matter from other Powers with troops stationed in China.

NOTHING TO ADD

Asked by Mr. A. C. Moreling (Con. Preston) when he hoped to be able to make a statement about the Far East, Sir Samuel Hoare stated in the House of Commons that at present he had nothing to add to his statement of June 17 and his replies since that date.

On June 17, replying to Mr. Peter MacDonald, Sir Samuel Hoare said that no reply had been received from Japan to the British protest against the establishment of an oil monopoly in Manchukuo; meanwhile the monopoly has come into force. In the circumstances, the Anglo-American oil companies decided that they had no alternative but to withdraw from the market, the conditions of withdrawal, it is understood, to be subject to discussions between the companies and the Manchukuo authorities.

The British Government's view on monopoly and the responsibility of the Japanese Government

had been sufficiently indicated in the Note of April 29, last.—*Reuter.*

PRESSURE ON ITALY

London, July 1. In the House of Commons, Mr. Lansbury, after Mr. Eden's statement, asked what steps the Government proposed to take to bring whatever European pressure was possible on the Italian Government in respect of the Abyssinian problem.

He is asking that because the House is in no mind for a long, long policy of drift which ended in partial conquest of China by Japan in defiance of Europe and pacts to which Japan was a signatory.

Sir Samuel Hoare replied he was unable specifically to say when he could give fuller details.—*Reuter.*

REQUEST UNNECESSARY

London, July 1. With a view to safeguarding British interests in North China will the Foreign Secretary request the Sino-Japanese Governments to inform him of any agreement that may be reached between them as a result of recent events, asked Mr. A. C. Moreling in the House of Commons.

Sir Samuel Hoare replied that the Governments concerned kept His Majesty's representatives informed of developments in North China. Therefore while he had constantly in mind the question of safeguarding British interests in that region, he had not considered it necessary to make a request as suggested in the question.

Further replying to Mr. Moreling, Sir Samuel Hoare said he recently received a report that suggestions had been made by the Japanese for a military mission and wireless station in Inner Mongolia. On information, at his disposal he did not consider any action by His Majesty's Government was called for.—*Reuter.*

WAR MATERIAL STOPPAGE

Abyssinian Ruler Annoyed

[Special to the "Hong Kong Daily Press" (Copyright).]

London, June 30. The Emperor of Abyssinia who granted a representative of the "Sunday Times" an interview, declared that during the last few weeks attempts to place orders for munitions in France, Belgium, Czechoslovakia and Denmark had proved fruitless.

In certain cases deliveries already paid for were stopped at the ports of departure. For instance the Belgium Government informed the Abyssinian Government that she did not want to suffer reproach in having participated in the equipment of Abyssinia for war.

The Emperor added indignantly "Is there one law for the weak and another for the strong?"

Shall the weak be kept weak in order that it may be annihilated by the strong?

"While Italy is culturally a highly developed country, working day and night to provide its troops with modern weapons, and war machines, Abyssinia's pastoral peasant country can do nothing except buy a few rifles and guns abroad in order that its soldiers shall not have to face the foe with nothing but swords and spears."

If Abyssinia is in the right and the civilized is not in a position to prevent war, then at least Abyssinia must not be deprived of the possibility of defending itself.—*Transocean Kuo Min.*

STATE OF WAR DECLARED

In Barcelona And Catalonia

[Special to the "Hong Kong Daily Press" (Copyright).]

Madrid, June 30. In accordance with the decision reached on Saturday at midday by the Spanish cabinet, Barcelona and the province of Catalonia are declared to be under a state of war.

The official declaration states that this measure is taken solely to combat the "deluge of criminality and barbarity" at which the population is so agitated. The step has the unqualified approval of the nationalist Press of Spain.

The population of Barcelona are somewhat surprised by the sudden decision because owing to the suppression of news by the local censor, the public had not realised that the disturbances were so numerous and so serious. In Madrid, the newspapers deny there is any truth in the rumours of the new revolutionary movement which were said to have started in Catalonia. This is confirmed by the Government declarations.

The public life of Barcelona goes on in its usual way.—*Transocean Kuo Min.*

LORD DANESFORT DEAD

London, June 30. Lord Danesfort, noted scholar, lawyer and Parliamentarian, has died at the age of 80 years. He was a Conservative member for the City of York from 1892 to 1906 and from 1910 to 1923. He obtained a baronetcy in 1924.—*Reuter.*

BIG SHANGHAI SENSATION

Mr. Raven Detained

Shanghai, July 1. Shanghai has been provided with the biggest week-end sensation for many years with the issue of a writ of complaint by the liquidator of the American Oriental Bank, Mr. Frank Hough, demanding the instant return of the honorarium of Tael 135,000 given to the president of the concern, Mr. F. J. Raven, during 1932, when the bank was allegedly insolvent.

Mr. Raven is prevented leaving the jurisdiction of the United States Court in China by a writ of ne exeat which requires him to post a bond of U.S. \$20,000 by 5 p.m. to-day.

Meanwhile, Deputy U.S. Marshal Arthur Peterson is staying at Mr. Raven's home in the Western District to keep him under surveillance.

Mr. Hough announces that he intends to file similar bills of complaint against Mr. Raven in respect to bonuses of the same amount, Tael 135,000, paid by the American Oriental Finance Corporation and the Asia Realty Company.—*Reuter.*

BOND GUARANTORS

Shanghai, July 1. Mr. C. H. French, Chairman of the American Chamber of Commerce, Mr. George A. Fitch, Secretary of the Foreign Y.M.C.A., Dr. A. M. Dunlap, well-known American medical man and the Rev. C. I. Boynton of the National Christian Council have consented to guarantee Mr. Raven's bond of U.S. \$20,000.—*Reuter.*

SILVER MARKET

(From Our Own Correspondent) London, July 1. London silver prices to-day were unchanged as follows:—
Spot Forward
June 29 31-1/4 31-1/2
July 1 31-1/4 31-1/2
—London on New York cross-rate at 2 p.m. to-day was 4.931 compared with 4.925 at closing on Saturday.

BATTLESHIPS IN U.S.

Programme For Replacement

A battleship replacement programme starting in 1937 is definitely projected and will be begun if no new international agreement is reached in the meantime. The decision, according to the New York "Herald Tribune," follows the study of the position by the General Board of the Navy.

A tentative programme includes construction of one battleship annually beginning in January 1937 and continuing for a few years thereafter.

The 1937 battleship will be the first laid down in the United States for eighteen years as far as completed construction is concerned and will be the first since the Washington Treaty was signed.—*Reuter.*

SCHOOLS FOR CHINA'S ILLITERATE

Shanghai, July 1. The Municipality of Greater Shanghai has started a one year anti-illiteracy drive to-day with the opening of 220 free schools at which 66,000 persons are expected to learn to read and write 1,000 characters by next summer.

It is estimated that there are five million illiterate Chinese in Shanghai.—*Reuter.*

PLANE CRASH IN ISLE OF MAN

London, July 1. A Railway and Air Services aeroplane crashed at Ronaldsway, Isle of Man aerodrome, at noon to-day. The six passengers are all believed to have been incinerated. A later message says it is learned that there were no fatalities in the plane crash. Some passengers were injured, but not seriously. The plane crashed while taking off for Liverpool.—*Reuter.*

HUNT FOR REBELS IN PEIPING ATTACK

Armoured Train Leader Captured

FIVE JAPANESE ALLEGED TO BE INVOLVED

Peiping, July 1. The Police have captured Tuan Chun Chih, commander of the armoured train, which attacked Peiping on Friday, near Tungchow. They are bringing him here for trial.

Tuan Chun Chih is a former subordinate of Shih Yu San. So far 92 rebels have been captured, most of whom are members of the crew of the armoured train, and they are being brought to Peiping.

Pai Chien Wu, for whose capture a reward of \$20,000 alive or \$10,000 dead has been offered, is reported to have fled from the city in disguise to Tientsin. The authorities are searching for Shih Yu San, another rebel leader, believed to be in hiding in the Legation Quarter.

Martial law is being continued. Five Japanese, alleged to be concerned in the Fengtai revolt, have been rounded up by the local Chinese militia at Machuchiao, twenty miles south east of Peiping. The Peiping Military Council has agreed to hand over the prisoners into the custody of the Japanese Embassy, but demand that they be severely punished. Major Takahashi has promised to investigate. Japanese gendarmes have been sent to escort the prisoners to Peiping.

At the time of the capture of the Japanese prisoners, they were accompanied by a large group of Chinese rebels who were fleeing from Fengtai, where Chinese circles allege 30 Japanese and 40 plain-clothes men arrived just before the revolt.—*Reuter.*

WEMBLEDON TENNIS

Great Game By Perry

London, July 1. The weather was sultry at Wimbledon where Her Majesty the Queen was present. The centre court was packed for the quarter final between Fred Perry and Menzel, which Perry won 9-7, 6-1, 6-1. Perry played the best game of his career at Wimbledon and thrashed his brilliant opponent who was in great form in the first set; twice having set point. After that the Czech player was completely tamed with Perry the complete master of the situation.

Perry's service was fierce and reliable, the accuracy of his driving and amazing control being uncanny. He appears to be certain to be able to retain his title on his present form.

CRAWFORD'S SUCCESS
Jack Crawford beat Sidney Wood 6-4, 6-3, 6-8, 5-7, 6-1. Before the start Wood was very confident with the moral support of having beaten Crawford in last year's Davis Cup.

Play opened in a minor key, both fencing for openings. Crawford led 3 games to 2 and then Wood was 4 games to 3, increasing his driving speed. Crawford took the first set at 6-4.

In the second set Crawford led 3-0. Wood, serving finely and volleying to good effect, reduced the score to 3-5, but Crawford took the next game, for set. The quality of tennis now was excellent.

The third set was dull again. Crawford seeming to be prepared to lose it. In the fourth set Wood was serving superbly. Rushing to the net and volleying, he saved the match when Crawford was 5-4. In the final set Crawford was serving aces and clipping the lines with daring drives. He rushed his lead to 5-1 and took the next game for set and match.—*Reuter.*

DE VALERA SPEAKS

Complete Break With England

(Special to the "Hong Kong Daily Press")
By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1894. Received, July 1, 7:30 p.m.

Dublin, July 1. Eamon de Valera announced in a speech in the town of Ennis that the Irish Free State will have to vote for a partly Irish constitution before the present Government leaves office for the great majority of Irish people would never be satisfied with any thing less than a complete self-government.

The Irish leader declared himself convinced that this aim will soon be accomplished. He said

DEFENCE OF LIBERTY

Appeal To French Nation

(Special to "Hong Kong Daily Press")
By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1894. Received, July 1, 4:30 p.m.

Paris, July 1. All Sunday papers of the Left parties print a ringing appeal to the whole of the French nation to unite on the 14th of July, French national fête day, in demonstrating in favour of the defence of their liberty. The appeal is signed by 48 different bodies including the Radical Socialist Party, French League for the Rights of Man, a number of Marxists and Communist parties, the Trade Unions, Veterans Societies, Anti-Fascist groups and others.

The appeal reads: "On July 14, 1789, the French people stormed the Bastille and unveiled liberty for the world. One hundred and fifty years of incessant effort and four revolutions have enabled the people to preserve and strengthen their achievements. Now the armed Fascist Party is threatening to storm the citadels of democracy and liberty. An immense plot is on foot to supplant the law that majority rules by dictatorship of 200 privileged families. We summon the whole of the nation against the powers of high finance and rule of the privileged. We swear to remain united to protect democracy against Fascism. We swear to give the workers bread, youth work and all men world peace."

The Communist organ, "Humanité" announces that Communists will take a leading part in this immense demonstration on July 14.—*Transocean Kuo Min.*

WANG INDISPOSED

Shanghai, July 1. Mr. Wang Ching-wel, president of the Executive Yuan, is indisposed and his doctor has advised him to go to Shanghai for treatment.—*Reuter.*

Mr. Wang Ching-wel, who is very ill, arrived this morning from Nanking and was transferred by stretcher to Dr. Noll's Hospital.—*Reuter.*

Irish nation was firmly resolved to set up an independent state, no power on earth could prevent that state coming into existence. De Valera referred to the King of England as "foreign Sovereign" and stressed that if the Irish people were free they would not elect King George to reign over them.—*Transocean Kuo Min.*



THE HEART OF A GOOD COCKTAIL.

PROBLEM OF FRANCE AND GERMANY

Possibility Of Direct Negotiations

(Special to the "Hong Kong Daily Press")

By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1894. Received, July 1, 7:30 p.m.

Paris, July 1. The possibility of direct Franco-German negotiations was considered by a number of papers on Monday morning.

"Le Jour" raises the question whether by opening the negotiations with Germany, France would not run the risk of confirming the rupture to the "Stress front." It is not clear, says the Berlin correspondent of the paper, what positive contribution Germany could make to the Franco-German talks.

The agreement such as has been made with England is probably impossible, says the paper, pointing out that although Chancellor Hitler made certain proposals for the reduction of armaments in his speech before the Reichstag on May 21, these were couched in

general terms and could not be considered to be constituting exclusively for the Franco-German problem, while the strengthening of the German Army as a possibility to reach understanding is more than remote.

Parleys therefore would have to be restricted to general European problems, asserts the paper, which expresses doubt whether direct talks could produce better results than negotiations through ordinary diplomatic channels.

M. Briand would have to negotiate with the National Socialist, Germany as well, declared the "Quotidian" and states that the German Press is right in saying that "confidence requires courage."

"Once we are capable of trusting ourselves then we can also listen to what Germany has to say," concludes the paper in putting the question why France should hear Germany only through the medium of British diplomacy.—*Transocean Kuo Min.*

TRADE TALKS IN PARIS

Many Resolutions Adopted

Paris, June 30. The Congress of International Chambers of Commerce ended to-day with thirty resolutions being passed, all of them unanimously except two.

Two Indian delegates voted against one condemning discrimination against foreign companies and against the resolution of the rationalisation of shipping tonnage.

Other resolutions included recommendations urging the least possible state intervention in the organisation of production and the eventual elimination of double taxation, close co-ordination of road and mail transport, and the extension and cheapening of air mail.—*Reuter.*

BRITISH PLANES FOR SPAIN

Fifty Machines Ordered

(Special to the "Hong Kong Daily Press" (Copyright).)
Madrid, June 30. Thirteen million pesetas have been placed at the disposal of the Spanish military authorities for the purchase of 50 "English" Hawker "Supermarine" biplanes the type which is considered to be the most advanced in the world. The first three machines will be supplied for training Spanish pilots while the remainder of the

COMMUNIST PROPAGANDA IN FRANCE

Efforts Redoubled

(Special to "Hong Kong Daily Press")
By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1894. Received, July 1, 7:30 p.m.

Moscow, July 1. In spite of the Soviet Government's undertaking to call off all Communist propaganda, French reports arriving here from Paris state that the political bureau of the French Communist Party recently decided to intensify Communist agitation all over the country especially amongst their former combatants and peasants.

The reports add that efforts with a view to the creation of a "common syndicate front" which would imply virtual fusion of the French Federation of Labour with revolutionary Communist Trade Unions are being redoubled by the French Communist Party which intends to draw up a new "common front programme" in order to further this aim.—*Transocean Kuo Min.*

next three and half years, the remaining machines will be constructed in Spain and will be fitted with Hispanosulzer motors of 850-horse power. Hawker planes have already been supplied to the air forces of Norway, Portugal, Denmark and Japan and have a maximum speed of about 400 kilometres per hour, that is, 250 miles, maximum altitude of 10,000 metres. The first step is considered to be the first one towards the creation of a national air plane industry in Spain which has only four years' experience in the construction of military aircraft.—*Transocean Kuo Min.*

In the World of Sports

SUSSEX FIND THEIR REAL FORM

James Parks Puzzles Surrey

(Special Air Mail Service)

London, June 7.

By THOMAS MOULT

At last Sussex are playing in the masterful way that won them the distinction of being runners-up in the county championship for the past three seasons.

Straightway at Kennington Oval they took a grip on Surrey that may give them their fifth victory, even though the match has been robbed of its opening day through rain.

The weather continues to do nearly its worst, moreover, for yesterday's cricket was reduced to three and a half hours. But the deadly bowling of James Parks prevented the Surrey batsmen from occupying the crease longer than two and a half hours, and replying to a meagre total of 149 all out, Sussex scored 80 for one with apparent ease. They are, therefore, only 69 behind, and nine wickets have still to fall.

The Surrey innings may be compared to a summer day that is bright with sunshine too early. It began with such a flourish that 10 were scored off Tate's opening over, and then it went suddenly to pieces, broken utterly, with only one fragment worth preserving in the records.

This was a ninth wicket stand that put on 30, mainly through Holmes, who acted the legendary rôle of captain and fought valiantly until he was within five of his half-century.

TATE STRIKES FIRST BLOW

Tate dealt the first blow, as he does so often. When Sandham and Gregory had sent up 20 with deceptive quickness, a splendid swinger in his fifth over got Gregory lbw, an act of revenge for two fours to the leg-bowling which suggested that the batsman was going to have a happy day. Sandham then took it into his head to copy Gregory and use his pads to Cornford's extra-fast in-swinging—the eighth time the Surrey veteran has been out like that this season.

Squires did nothing but stay in twenty-five minutes for two, following which thrilling period he was caught in the slips off James Parks with the score at 35. The rain-affected pitch was now responding to spin, though not with any particular eagerness—it became easy again later on.

Because Oakes celebrated his appearance at Tate's end with some full-tosses that fairly cried to be hit—and were—the fifty was safely passed by Fishlock and Barling. Oakes, however, who has been trained in the way he should go by his father, the Horsham groundsman, was trying for something, and at 59 he achieved it—a goofy of perfect length that simply left Barling standing and staring—and with nothing else to do except return to the pavilion.

PARKS' DEADLY SPELL

Fishlock, Fender, Whitfield—bowled, caught by first slip, caught by silly mid-off—at 63, 79, 85; this was the rest of the pre-lunch story for sorry Surrey. Parks was the bowler in each instance; he kept a difficult length, and swerved the ball awkwardly in a stiff crosswind. His change of spin was baffling too. Parks is one of the most progressive bowlers of the new season. Altogether he took six for 45 in 21 overs, bowled without a break.

Surrey struggled for another half-hour. After Watts had been bowled at 103 Brooks played much more than the rest of the Surrey heroes, making 22 out of 30, and then rashly misjudging Parks to point. Holmes laid about him after that, and scored all the remaining 16 before Tate sent his balls flying with a medium ball of perfect length.

GOVEY CUTS DOWN HIS RUN. At five past three John Langridge and James Parks batted for Sussex. Govey bowled, taking a run that has been cut down by half and its gallop dropped with-

out any appreciable slackening of pace. Holmes came on for Watts at 16, set a leg-trap of three, and got Langridge easily caught in it at 20.

Holmes was encouraged thereby to increase his fieldsmen to four round the heels of the brothers Parks, but without any further success. Fifty went up in 40 minutes—some of the Sussex crowds ought to have heard the warm applause that saluted this fact by Surrey's opponents—and a black cloud broke at 66.

The interruption lasted from ten minutes to four until 4.35, and, after another quarter-hour, during which the Sussex figures drifted to 80 for one, the rain fell again. This time it brought down the curtain until this morning, leaving the brothers from Haywards Heath with an unfinished partnership of 60 in 40 minutes, and James Parks going strongly towards his own 50.

SURREY

Sandham, lbw (n), b Corn-	14
ford (J.)	
Gregory, lbw, b Tate	12
Squires, c Langridge, b	
Parks (J.)	2
Barling, b Oakes	15
Fishlock, b Parks (J.)	15
E. R. T. Holmes, b Tate	45
P. G. H. Fender, c Lang-	
ridge, b Parks (J.)	6
Whitfield, c Holmes, b	
Parks (J.)	12
Watts, b Parks (J.)	0
Brooks, c Parks (H.) b	
Parks (J.)	22
Gover, not out	1
B 4, I-b 2	6
Total	149

SUSSEX

Langridge (John), c Fish-	8
lock, b Holmes	
Parks (J.), not out	41
Parks (H.), not out	27
B 1, I-b 3	4
Total (1 wkt.)	80
A. J. Holmes, Cook, Cox, Ham-	
mond, Tate, Oakes, Cornford	
(W.) and Cornford (J.) to bat.	
(n) signifies lbw under rule	

SURREY—First Innings

O. M. R. W.	
Tate	18.2 5 42 2
Cornford (J.)	8 4 14 1
Parks (J.)	21 4 45 6
Oakes	8 0 40 1
Hammond	3 2 2 0

VERITY GOES AHEAD

Wickets were again cheap in first-class cricket yesterday. On rain-affected pitches, bowlers had things much their own way—in deed, the only century of the day was made by M. Tindall, the Cambridge batsman, against the Somerset attack.

Hedley—or, is it "Deadly?"—Verity was again among the Hampshire wickets at Foul. The left-arm bowler took seven for 41 to make his final figures in the match 14 for 72 runs!

A fighting 70 by Arnold, the Fulham footballer, and another not-out display by the imperturbable Mead saved Hampshire from complete rout. Even so, Yorkshire won handsomely by an innings and 135 runs.

This latest bowling triumph by Verity puts the Yorkshireman in the lead in the 100 wickets race. He has now captured 73 wickets—23 of them in the last two matches—and heads Freeman's figures by two.

A QUICK INNINGS

The M.C.C. opened their innings at 12.45 against Warwickshire at Lord's. One hour 50 minutes later they were all back in the pavilion—for 70.

Since the leather-jackets came to Lord's there have been some small totals. But leather-jackets provide no excuse for M.C.C. the Club fell to the superb bowling of Mayer (five for 32) and Paine (five for 20).

Those Middlesex supporters who saw Paine may have remembered respectfully that he once played for

GOLF NOTES

By "7" Handicap

A four struggle took place in the final of the Summer Cup played over the Kowloon Golf course, when H. Mundy (8) met, and defeated D. C. Wilson (5) a past holder of the trophy, by 3 and 2 on Sunday.

The match was played over 36 holes, and so I am told, with the exception of the first two holes, which were secured by the winner, the lead never exceeded one hole until the 33rd, where Mundy became two up.

What a magnificent struggle! Mundy is Captain of the Kowloon Golf Club, and it is fitting that he should have won, crowning a period of play in which steady improvement has been maintained.

There remains but one competition to be decided, and this is the St. John Trophy, which is, in fact, a fine replica in silver of a golfer poised in swinging a club.

Keen competition is bound to be the order of the day in which case it would not be necessary to hope that full support will be forthcoming from members. Every single person entering has an equal chance of securing the "pot" which is being run on a handicap basis.

Work is proceeding apace on the new green to be opened at the 7th, full details of which have already appeared in these columns. As I have said before, this will be a decided improvement, and will be an extremely difficult green to hit in one from a drive off the tee. "Birdies" will henceforth be even scarcer than of old!

Now for a few words about the British Open.

It has undoubtedly been a splendid year for British golf, the first four places being captured by English "pros." This should give a healthy impetus to golfing at home, and do much to obliterate the inferiority complex which has apparently been the bug bear of our best for so many seasons past.

A. Perry, as you all know, walked away with the Cup, followed in order by Padgham, Whitcombe (C.) and Bert Gadd. The total aggregate of this quartette averaged 288.5 or 71.62 strokes per round. This is extremely fine going.

W. Lawson Little winner of the British Amateur tied with Gadd with an aggregate of 288, or an average round of 72.25. The American had the distinction of finishing two in front of Henry Cotton, last year's winner, and favourite for the title. Perry's two rounds of 69 and 67 assisted immensely in his average of 70.75 per 36 holes.

It seems to me, if the figures quoted above are to be taken as a criterion, no one will stand as earthily in future competitions of championship calibre, unless one can go round consistently in the high sixties!

So much more kudos for the improving standard of play!

the Metropolitan County. Slow left-arm, he would be a Test certainty—but for Verity carrying on the Rhodes banner.

James Parks sent back six Surrey batsmen for 45 at the Oval. Only E. R. T. Holmes, top scorer with 45, and Brooks really looked happy against the Sussex attack, helping largely to raise the score to 149.

On Wednesday Charles Parker tumbled on. Leicestershire for 97 runs, and Gloucestershire looked set for first innings lead at Gloucester. Geary (four for 44) and Smith (four for 27) bowled unchanged yesterday, and the Western county finished 25 behind.

Hammond was out for 3. Will he, if chosen for England, reverse last year's record? Then, he could do nothing wrong in county games and precious little right against the Australians.

STERN FIGHT

Little Glamorgan one of the "Cinderella" countries are making a stern fight against the champions at Blackburn, Lancashire were all out 212. Emrys Davies sent-

U. S. BASEBALL

Giants Beat The Dodgers

New York, June 30. New York Giants, leaders in the race for the National League Championship, enhanced their prospects considerably to-day when they beat the redoubtable Brooklyn Dodgers in a double-header. The Giants won comfortably in the first game—7-4—but the second encounter was a close one, the end of the match finding only a one-run difference in the scores.

The Philadelphia Phillies shared their double header with the Boston Braves, the former winning the second game by the convincing margin of 15 runs to five, scored off 23 hits.

The New York Yankees, who are at the top of the American League, were pipped by the Senators, who won by eight runs to seven.

Results of to-day's matches, as cabled by Reuter, follow:

NATIONAL LEAGUE

New York	R. H. E.	
Brooklyn	7 17 2	
Brooklyn	4 9 2	
(Melvin Ott scored a home run for the Giants).		

New York	5 7 2	
Brooklyn	4 6 2	
Melvin Ott scored a home run for the Giants and Cuccinello for the Dodgers.		

Philadelphia	3 12 3	
Boston	9 15 1	
(Allen scored a home run for the Phillies while Wally Berger hit a home run for the Braves).		

Philadelphia	15 23 2	
Boston	5 13 1	
(Watkins, Vergez and Chiozza each scored a home run for the Phillies).		

Pittsburgh	9 17 1	
Chicago	7 9 1	
St. Louis	2 4 1	
Cincinnati	11 19 1	
(Joe Medwick scored a home run for the Cardinals).		

AMERICAN LEAGUE

Chicago	R. H. E.	
Cleveland	2 6 1	
Cleveland	3 8 0	
(Dykes scored a home run for the White Sox).		

Chicago	8 14 3	
Cleveland	0 7 2	
(Bonura scored a home run for the White Sox and Kennedy pitched).		

Washington	8 13 0	
New York	7 18 2	
(Hoag and Rolfe each scored a home run for the Yankees).		

Detroit	18 19 0	
St. Louis	1 7 2	
(Ervin Fox scored a home run for the Tigers).		

Detroit	11 19 1	
St. Louis	6 12 1	
(Ervin Fox scored a home run for the Tigers and West for the Browns).		

Boston	9 14 1	
Philadelphia	10 15 2	
(R. Farrell and Werber scored home runs for the Red Sox and Moses for the Athletics).		

ing back four men for 21 in one spell.

What a sound batting side are these South Africans. From 114 for five men out, they ran to 297 at Northampton. Xenophon Balaskas, the goolgy bowler, made 65—his best knock so far—the tourists finishing 168 ahead of Northants.

Taking four wickets in 33 overs for 78 runs, Clark, the Northants' speed specialist, enhanced his chance for the first Test.

With Rought-Rought making the ball rise sharply, Somerset found that the Light Blues' 97 total was hard to pass at Cambridge. As it was, P. J. Davey, one of the four Cambridge undergraduates in the county side, made top score, but Somerset were all out for 68. Bowling unchanged, Rought-Rought got five for 41 and Baker four for 22.

In their second venture the Light Blues did well. Tindall and Nelson shared in a three-figure stand for the second wicket. Tindall hit a century, but Nelson was out when in the "nervous 90's."

PARIS GRAND PRIX

Baron Rothchild's Success

Longchamp, June 30.

The Paris Grand Prix, run here to-day, was won by Baron Rothchild's filly, Cruditte, which was ridden by Bridgland.

Mr. Arthur Sanbury's William of Vallance, which was ridden by Steve Donoghue, was second and Princess Faucigny Lucinge's Louq sor was third.

There were twenty-two starters, Cruditte winning by a short head with one and a half lengths separating William of Vallance and Louq sor.

The winner covered the mile and seven furlongs in 3 mins. 13 secs. Cruditte, which had been coupled with Baron Rothchild's other runners, Pentche and Bokbul, returned a dividend of 27 francs for a win in the pari-mutuel on a five francs ticket.

For a place bet, the winner returned a dividend of 55 francs, while William of Vallance paid 71 francs and Louq sor paid 33 francs for places.

Reuter.

I SHALL RETIRE

Never-Say-Die Man Champion

(Special Air Mail Service)

London, June 14.

Max Baer, after last night's fight, in which he lost his world heavy-weight title to James J. Braddock, said that he was satisfied with the referee's decision. He is understood to have said to Braddock as the last round started: "Good luck if you win the title."

Speaking over the wireless after the fight, Baer announced that he would quit the fight game. His left hand was very swollen, but when he was asked if his hands were injured, he replied into the microphone: "I have no alibis."

But Baer's threat to retire is not taken seriously in New York (says Reuter).

Braddock has offered to fight Baer again within 60 days, if Max is willing.

Most of the ringside critics thought that Baer had been painted too brightly and that he was "just another heavy-weight." Last night proved, they said, that a boxer could always beat Baer as Loughran and Schaaf had done.

Braddock's victory was made certain by a wonderful late rally in which he out-boxed Baer and made him look far from the terrible fighter he was reputed to be.

ONLY A SHADOW!

Not once did Braddock stop trying. He often forced Baer on to the ropes and landed scores of fine blows to the head. His boxing in the last four rounds was much better than that of Baer who appeared over-confident throughout the fight, though he did not clown so much as usual.

Towards the end, when he saw his means of making big money sliding away, he tried desperately for a knock-out, but he could not make good his boast that every right he sent over would be labelled "K.O."

Baer's forte was at in-fighting. Otherwise he was never really effective, and he was only a shadow of the Baer who won the title from Carnera a year ago.

Tommy Loughran thought that Baer had "lazed and playboyed" too long.

Braddock said he knew that the fight was his in the third round when Baer landed his much-heralded right and failed to floor him. "It was Baer's Sunday punch," he said.

There was a little incident at the end of the twelfth round when one of Braddock's handlers

COTTON'S GREAT GOLF VICTORY

Dramatic Finish To Tourney

(Special Air Mail Service)

London, June 14.

Nearly 10,000 people around the sixteenth green on the Sand Moor course here at Leeds on Saturday saw a sensational finish to the thirty-six holes final of the "Yorkshire Evening News" £750 professional golf tournament, in which Henry Cotton, the British open champion, beat Percy Alliss by 3 and 2.

Cotton was dormie three, and the excitement was intense. The champion played his second shot, and the ball soared over the green, struck a man on the forehead and rebounded.

The man fell unconscious, and the ball finished on the green. Cotton then halved the hole to gain his first tournament victory of the season.

The incident upset the champion more than any of the thrilling incidents of a memorable match.

PLAY HELD UP

Before putting, Cotton ran across the green to ascertain the extent of the spectator's injury, and not until he was assured that the man had been conveyed in a police car to a nearby house did the champion resume play.

Scarcely waiting for Alliss's handshake, and ignoring the congratulations which were showered upon him, Cotton shouldered his way through the mass of people,

climbed into the ring and threatened Baer for hitting after the bell.

Baer landed one or two blows that appeared to be a bit low, and the referee, Johnny McAvoy, said he penalised Baer in six rounds for back-handing and other irregularities; but on the whole it was a good fight.

Arthur Donovan, the referee to whom Baer objected, said that he would not have given Baer a single round.

The new champion received only 174 per cent. of the purse.

Baer is three years younger than his opponent, and also had a weight advantage of 174 pounds, scaling 14st. 134lb. to Braddock's 13st. 94lb.

"A GODSEND"

Victory has come as a godsend to Braddock. Defeat might have spelt a return to the poverty he had to fight against last year.

Braddock has a wife and three children and is 29 years of age. He has worked as a longshoreman at the docks for a mere pittance. He was often in arrears with his

went to the house, and saw that the injured spectator was comfortable.

The man was later taken to Leeds Infirmary, treated for a scalp wound, but not detained.

The largest crowd that has ever attended a Leeds final witnessed one of the best professional matches of recent years.

Alliss did not lead until the twenty-seventh hole, and then he held his advantage only a short while, although everyone expected Cotton would wilt under the pressure.

The ninth is a short hole. Cotton was on the green, and Alliss was short, but the champion took three putts, and lost a hole he had looked like winning.

CHAMPION UNDISTURBED

Cotton, however, was not disturbed by this unexpected setback. He did the next four holes in fifteen strokes, and won three of them to turn a critical situation into a winning position.

The champion came dormie at the short fifteenth and the end came with a half at the next.

Throughout the match a gale of wind swept across the course, blowing hats from spectators' heads and almost lifting the marquees from their moorings.

Under these difficult conditions Cotton showed remarkable mastery over the wind.

rent, and if it had not been for the fact that his landlord was a boxing "fan" he might have been turned out to the streets. In order to pay off some of the money he was allowed to act as caretaker of the building in which he lived.

His rise to world champion has been a romantic one. Curiously enough, it was on the same programme that Baer won his title from Carnera that Braddock first came into prominence by knocking out a boxer named Corn Griffin.

Little did Braddock know that within a year he would be world champion!

After beating Griffin he gained victories over John Henry Lewis and then Art Lasky, who, like Baer last night, was an odds-on favourite. Braddock seems to revel in being up against it.

Glasgow, June 30.

In an International Athletic contest here to-day, Finland beat Britain by 78 points to 70.

Reuter.

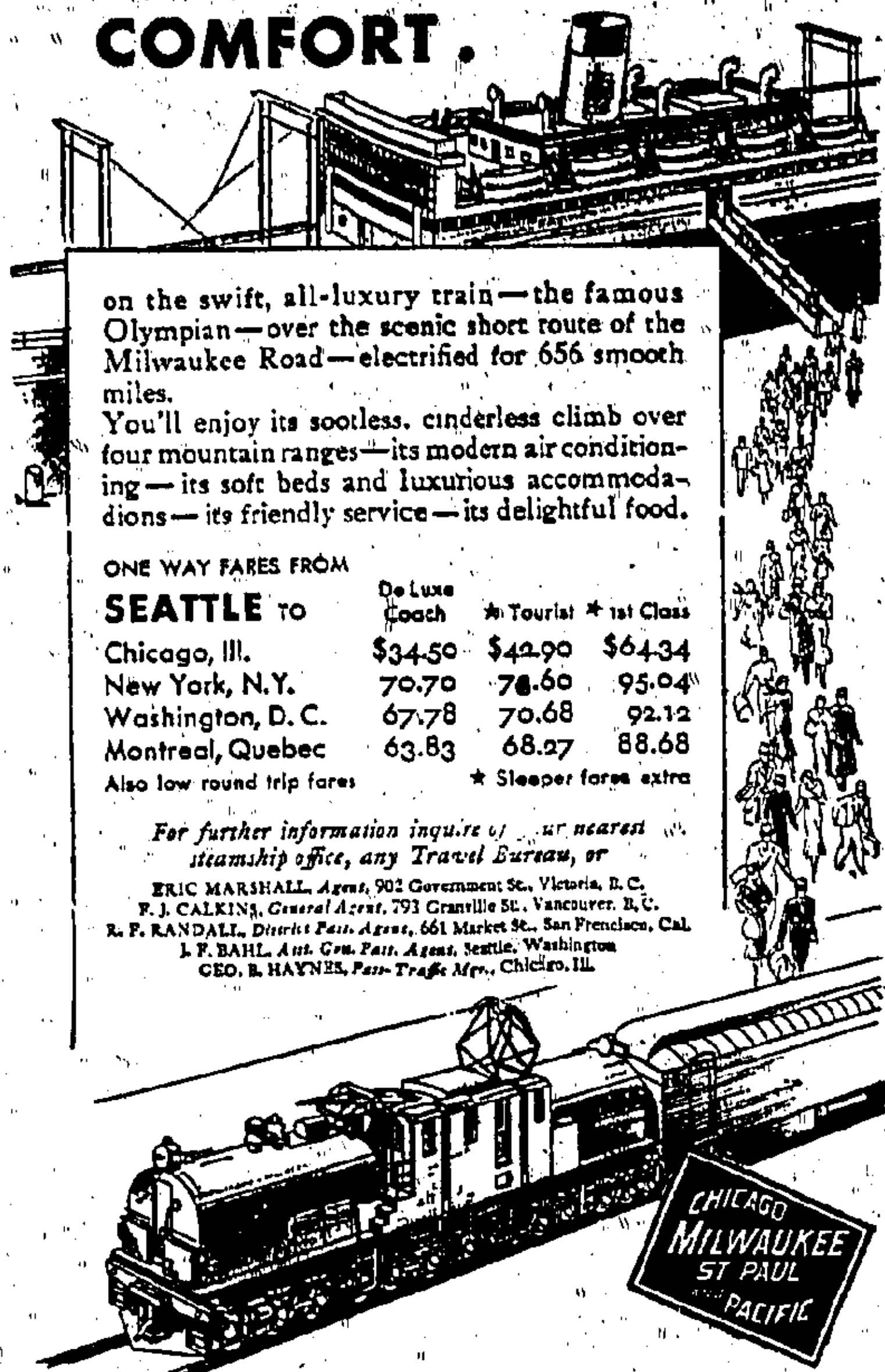
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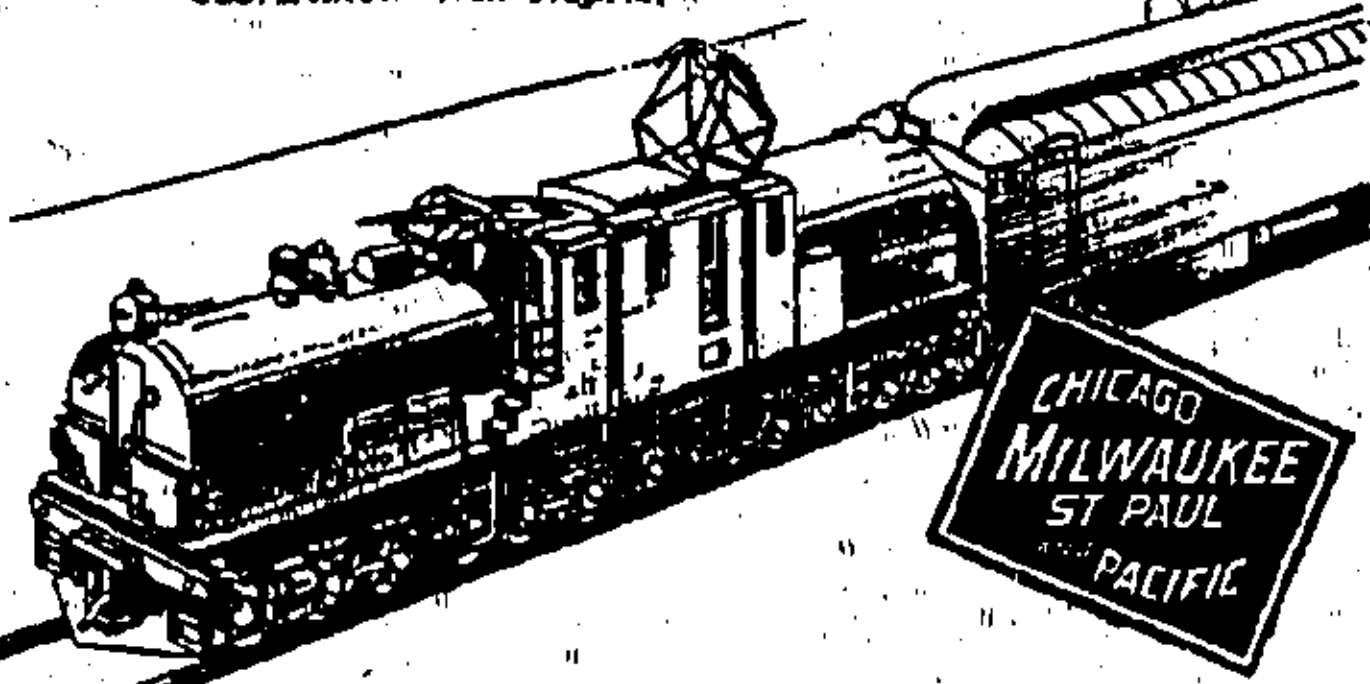
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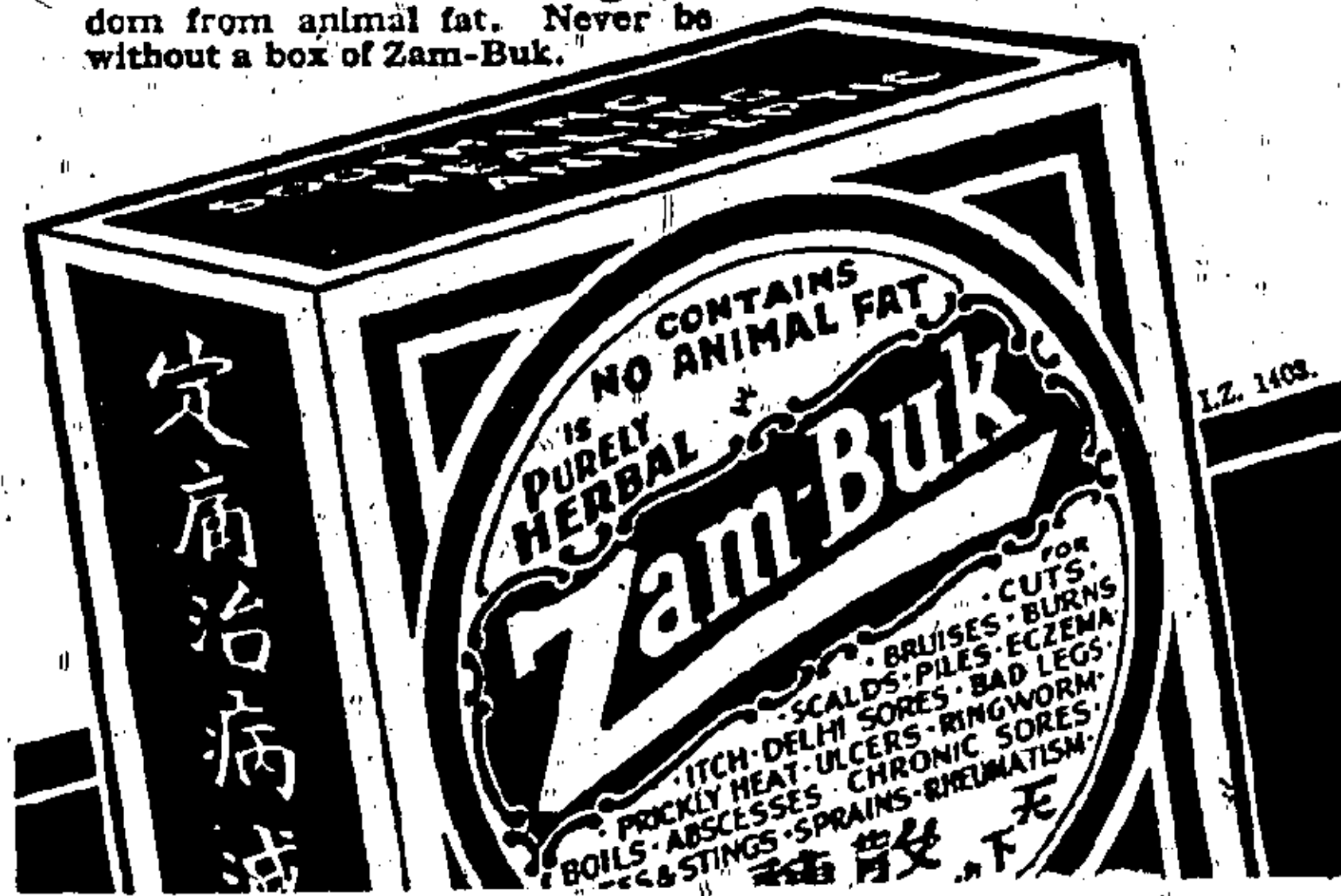
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BRITISH OPEN
GOLFMystery Of Player's
Entry

(Special Air Mail Service)

London, June 14.
An unusual situation has arisen in connection with the British Open Golf Championship, which commences at Muirfield on Monday, June 24.

When the draw was announced at St. Andrews surprise was occasioned by the absence from the list of Syd Brews, the South African professional, who was runner-up to Henry Cotton in last year's "Open."

Mr. Henry Gullen, secretary of the Championship Committee, explained that no entry had been received from Brews, and that in any case it could not be accepted if it arrived any time after the official closing date, which was Thursday of last week.

BREWS SURPRISED

Brews, who competed in the American Open Championship last week, is at present in New York and he was taken by surprise when he learned that this entry had not been received.

He stated that he posted it from South Africa in March, and later in the day he sent a cable to that effect to Mr. W. Norman Boase, chairman of the Championship Committee.

Following receipt of the cable Mr. Boase stated that there was absolutely no trace of any entry from Brews having been received, but if Brews could provide reasonable proof that his entry was sent, the whole matter would be reconsidered.

Mr. Gullen said: "I am extremely sorry that this has occurred, but I do not think anything can be done until Brews arrives in this country. Then he can provide the Committee with some evidence that he posted the entry, and the whole matter can be considered."

"It is possible that he sent his entry to the South African Union to forward to St. Andrews, or the letter may have gone astray in transit from South Africa. At any rate, it has not yet reached me."

APPEAL FROM SOUTH AFRICA

A message from Capt Town states that the South African Golf Union has made an appeal on behalf of Brews. They have sent the following cable to St. Andrews:—

"As Sydney Brews has gone to England specially to compete in the British Open Championship, the South African Golf Union would greatly appreciate your indulgence in accepting his late entry if such be possible."

According to his present plans, Brews will sail for Britain on Thursday in company with Henry Picard and MacDonald Smith, who have both entered for the championship.

DERBY DAY IN
GERMANYFavourite Finishes
Well Ahead

[Special to the "Hong Kong Daily Press" (Copyright).]

Hamburg, June 30.

For the 66th time the German Derby of 1935 over a distance of 2,400 metres was run in glorious weather on Sunday afternoon before a record attendance of 60,000. The attempt to make this event a really "people's festival" was completely successful when the whole paddock and the space available for spectators was one single swarming excited mass of people thoroughly enjoying the midsummer holiday. All grand stand seats were sold out days before. Among the prominent people who were there were Reich's war minister Von Blomberg, Dr. Goebbels, the Reich's sports leader Von Tschammer, Hamburg's burgomaster Krogmann and many others.

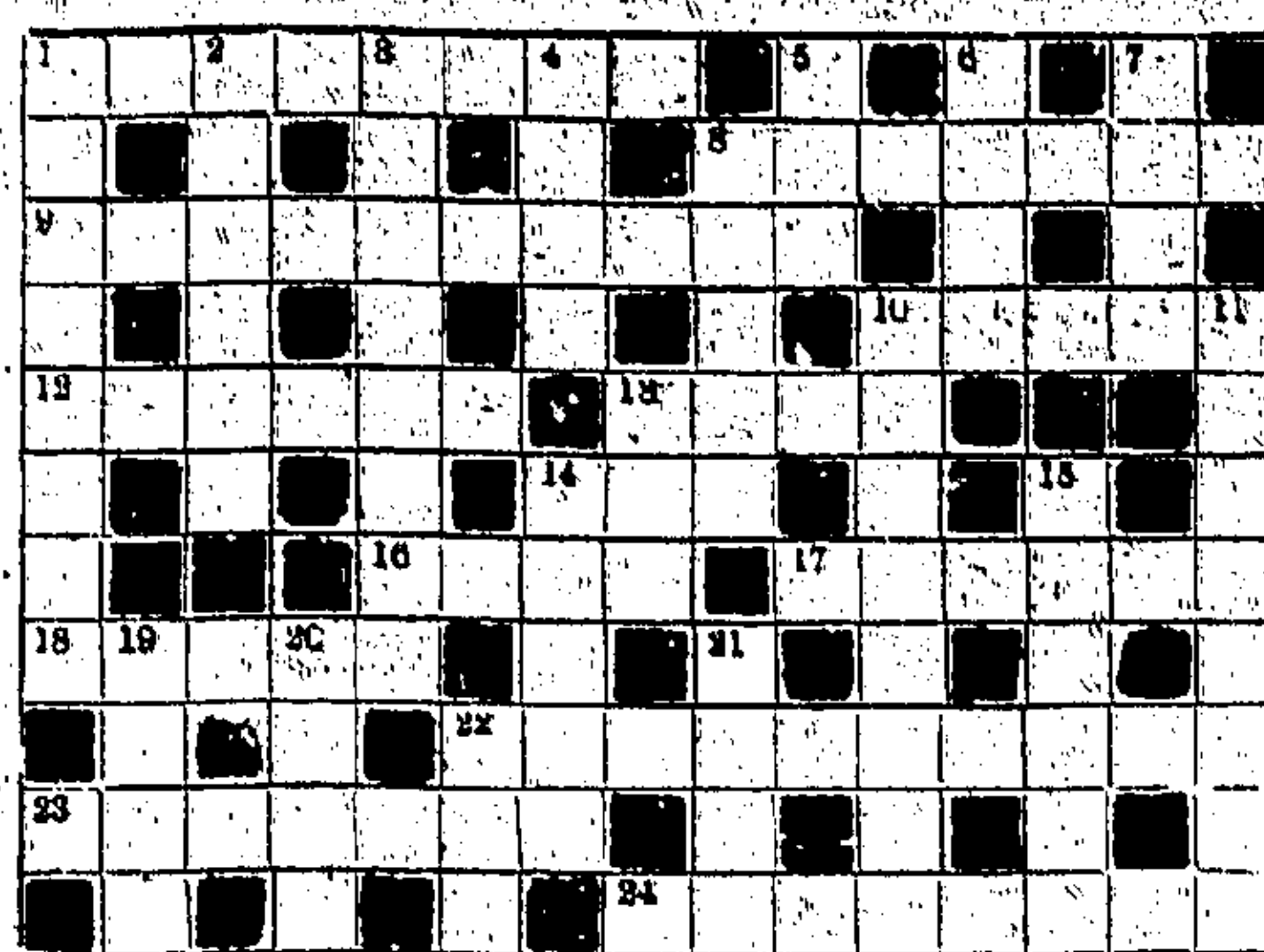
The chief event of the day, namely, the Derby, began when the whole crowd wedged shoulder to shoulder in hushed silence profoundly absorbed in watching the course.

The favourite was "Sturmvogel" bred at the Schlenderhan stable and ridden by Printen.

THE FIELD

The field consisted altogether of 11 horses including the well-known "Contessina Valparaiso" which recently recovered from a serious illness. The betting on the favourite was 12 to 10, prices still holding up although Printen on Sturmvogel drew the last starting number right at the outside, the worst position on the field. The preliminary gallop, however, showed that Sturmvogel was in much better form than the rest of the field although Contessina displayed great promise.

CROSSWORD PUZZLE



NOTE—Figures in parentheses indicate number of letters in the words required.

ACROSS

- 1.—The geniality of good fellows (8).
- 8.—It makes an effective spray to put in water (7).
- 9.—A strength of spirits which is more over proof than under (10).
- 10.—The word in a verse which is usually cut (5).
- 12.—To stick together seems the right thing to do (6).
- 13.—This comes 'out' in addition (4).
- 14.—We must look right and left to find this animal (3).
- 16.—Cape Dutch dialect (4).
- 17.—A breed of animals (6).
- 18.—The clue is given for us to answer (5).
- 22.—Some husbands say it's all through her they get "hot tempers" (anagram) (10).
- 23.—"Was an exceeding great city of three days' journey" (Jonah) (7).
- 24.—It's showy language, used because the speaker wants to catch applause (8).

DOWN

- 1.—When a husband's reign is over, the wife's rule is to wear these (8).
- 2.—0 (6).
- 3.—To think too much of a thing (8).
- 4.—Arab kingdom (4).
- 5.—The leaf-bud of a potato (3).
- 6.—It's sensible, but it gets in the way (4).
- 7.—A cannibal colossus, a shedder of blood (4).
- 8.—Is given to a fish, to climb a steep place (5).
- 10.—A form of flattery (8).
- 11.—Is of long descent, and, with myriads of others, is seen scattered over the earth (8).
- 13.—Many find this a boring affair (3).
- 14.—Soli (5).
- 15.—By preference, one would solve this sooner (5).
- 19.—The wrong way to live (4).
- 20.—One must look out for this! (4).
- 21.—Its primary value depends on its colour changing, (4).
- 22.—And lastly, it gives distinction to a man or woman (3).

The following is the solution of yesterday's puzzle:—

Across—4, Imbecile; 8, Illation; 9, Rumble; 10, Beneficent; 13, Pilot; 14, Scarce; 17, Saddle; 21, Visit; 24, Vernacular; 25, Malice; 26, Trickery; 27, Unsettle.

Down—1, Sleep; 2, Ravel; 3, Digit; 4, Intemperate; 5, Bart's; 6, Comma; 7, Liliac; 11, Nidd; 12, Foal; 15, Chic; 16, Rail; 18, Again; 19, Drive; 20, Event; 21, Valid; 22, Sulky; 23, Tarry.

"CONSCIOUS AS I AM..."

Signor Mussolini's disapproval of the cliché on the lips of Fascist orators recalls a story of the English bench.

The judges had met to approve the draft of an address to Queen Victoria on Her Jubilee. Discussion arose on the words "Conscious as we are of our own shortcomings."

Some held that, since the judges in their judicial capacities represented the sovereign, the phrase might imply some negation of, or clash with, the maxim that the King can do no wrong.

While this argument was proceeding Lord Justice Bowen (one of the strongest members of the then Court of Appeal) suddenly intervened in his most baby-like voice.

"I should propose," he said, "that the phrase be amended to

"Conscious as we are of each other's shortcomings."

The point will not be lost on anyone who has heard their lordships of appeal reversing with academic sarcasm the judgment of a "learned brother in the Court below."

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IN TAIWAN (FORMOSA)			
TAIPEI:— TAIPEI HOTEL	TAIPEI RAILWAY HOTEL	HSINKING:— YAMATO HOTEL	HSINKING:— YAMATO HOTEL
KEELUNG:— CHONG HONG HOTEL		YAMATO HOTEL	

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SPECULATORS

Unload Silver In London

(Special Air Mail Service)

London, June 14.
As a result of the ban on silver exports from Hong Kong, as from June 15, there has been a rush on the part of Chinese holders of the metal to unload on the London market before the ban becomes effective. That accounts for a sharp reaction in the metal just when it was beginning to recover from the adverse effects of rumours of a change in America's silver purchasing policy. The ultimate effect of the ban in exports from China should be to make silver still scarcer.

It is not generally believed that any change in the silver policy of the U.S.A. will be necessitated by the N.R.A. ruling, but in some quarters it is thought that some modification may be made in view of the serious inconvenience caused in China by the rise in silver. Now that Hong Kong has come into line with the rest of China, one of the chief sources of supply will be practically closed and it is difficult to see where America is to get sufficient quantities of the metal to bring her silver holding up to the required ratio.

SPECULATIVE MARKET

Up to the present the U.S.A. Treasury has purchased 421,497,000 oz. of silver under the Purchase Act, or 265,000,000 oz. more than the total world production during the ten months period that the Act has been in operation.

The silver interests in the U.S.A. are pressing for an official denial of the rumours of a contemplated change and are also agitating for the fixing of the price at 1.29 dollars per oz. That would be equivalent to about 5s. per oz. on the London market.

While such possibilities exist wide fluctuations are likely to continue to characterise the silver market. Production is being stimulated and stocks of silver, largely in excess of world requirements, are accumulating in America. The market is therefore a very speculative one, depending as it does upon one main factor, which sooner or later might disappear.

U.S. SILVER POLICY

The silver group in the U.S. Senate, which is determined to press the administration to carry out the silver policy stipulated by Congress, met and selected a committee to call on Mr. Morgenthau, Secretary of the Treasury, for full details of his silver purchase programme and policy. The committee consists of five members, and is headed by Senator McCarran of Nevada.

Replying to the letter which Senator McCarran addressed to him, Mr. Morgenthau says:—

"I do not believe that the sudden abnormal rise in price of silver to 81 cents in the latter part of April was the result of the normal operation of legitimate market forces. I think it is rather to be attributed to the manipulations of special interests."

The actual amount of silver acquired by the Treasury during the ten months ended May 31 was 421,497,000 oz., or 265,000,000 oz. more than the total world production during that period.

WINE AND TOBACCO TAXES

(Special to the "Hong Kong Daily Press" (Copyright).)

Shanghai, June 20.

A five-day conference for the purpose of effecting improvements in the existing tobacco and wine tax bureaux throughout the country and of increasing Governmental revenues was begun yesterday when Mr. Wu Chi Ting, head of the Tax Affairs Administration of the Ministry of Finance, presided over the inaugural session of the conference held in the Customs Building. The conference was attended by the directors of the Stamp, Wine and Tobacco Tax Bureaux of practically all provinces in this country.

In the course of his opening speech Mr. Wu stressed the necessity of an improvement in the existing tax bureaux, many of which had not yet lived up to the standards set by the Government.

LONDON EXCHANGE RATES

(Barter Wireless Service)

On	Sterling Parity	June 27	June 28
Amsterdam	12.10 Florins	7.24 1/2	7.23 1/2
Athens	375 Drachmas	514 S.	514 S.
Belgrade	276,316 Dinars		
Bombay	10.45 Marks	12.22 1/2	12.21
Buenos Aires	10.45 Marks	29.21	29.20
Calcutta	10.45 Marks		
Canton	10.45 Marks		
Cebu	10.45 Marks		
Colon	10.45 Marks		
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Closing Quotations

On	June 29, 1935	On	June 29, 1935
London:—		New York:—	
Telegraphic Transfer	12 3/4	Bank Bills, on demand	54 1/2
Bank Bills, 4 months	2 3/4	Credit, 90 days' sight	58 1/2
Bank Bills, 6 months	2 3/4	On demand	78 1/2
Credit, 4 months' sight	2 3/4	On demand	82 1/2
On Shanghai	137 1/2	On demand	82
On Singapore	94 1/2	On demand	109
On Japan	1 1/2	On demand	34
On India	1 1/2	On demand	2/38
Telegraphic Transfer	4 1/2	SOVEREIGNS, Bank Buying	
Bank, on demand	4 1/2	Rate	2/38
		BAR SILVER, per oz.	81

BURMAH OIL POLICY

Chairman Answers Attack

(Special Air Mail Service)

London, June 14.

The chairman of Burmah Oil Co., Sir John T. Carrill, vigorously defended the company's dividend policy at last week's meeting. He claimed that there was no reason for disappointment at the reduced rate of 15 per cent. for the year, since they had issued a warning last year that the same rate of dividend would be expected on the increased capital. That warning had been repeated in the rate of interim dividend.

Sir John said that in reducing the depreciation allowance by £100,000 they were nevertheless continuing the conservative policy they had been accustomed to follow. Assets under every heading were well written down, and in no case was depreciation less than the cost of additions during the year. Only during the current year, he said, would they receive the full benefit of the repayment of the £4,000,000 Debenture stock. He also anticipated that the Assam Oil Co. would liquidate its indebtedness to them during the current year.

SINGAPORE RAW RUBBER

Latest Singapore Price

MESSRS. H. B. JOSEPH & CO.

Messrs. H. B. Joseph and Co. received the following Straits Currency quotations from Singapore for Raw Rubber

Buyers	Sellers
Spot	204 up 1/2
July/Sept.	204 up 1/2
Oct./Dec.	211 up 1/2
Jan./Mar.	221 up 1/2
Market is Nominal at the quotation given.	

Only one or two out of the ten bureaux collected enough tax money fixed by the Government while the majority of them only reached the 30 or 40 per cent. mark. The purpose of the conference, Mr. Wu said, was to devise proper methods and procedure to increase the Government's revenue by getting rid of corruption and other abuses in the various tax bureaux.

NEW AGREEMENT ON STEEL

Imports Limited

The Earl of Dudley, who presided, speaking as President of the Iron and Steel Federation, made an interesting announcement concerning the new agreement with the foreign steel cartel. He said that, when a tariff of 50 per cent. was imposed on iron and steel imports, he promised the Chancellor of the Exchequer and the President of the Board of Trade that the tariff would be used only as a means for negotiating with foreign steel producing countries and in no way with a view to raising prices.

Within two weeks they had come to a temporary arrangement with the foreign steel cartel for a limitation of their imports to a yearly total of 650,000 tons, and they then asked for the removal of the higher tariff for a temporary period. "Last Tuesday I accompanied the British delegation to Luxembourg, where we met the foreign cartel to make a permanent arrangement. After a most friendly discussion we came to a five-year agreement that at the end of the year they will limit their exports to a total figure of just over 500,000 tons, giving us corresponding advantages in the world export market and with the understanding that at the end of that period the arrangement will be revised in the light of our then productive capacity."

"This agreement should enable us immediately to put into employment many thousand more steel operatives, with a corresponding increase in employment in all those innumerable industries which are ancillary to us. "Moreover, we now take our place for the first time as members of the International Steel Cartel as friends and allies, and this will be of great importance not only towards the better organisation of the iron and steel industries of the world, and the provision of cheap steel to world consumers, with the expansion of many new industries and markets, but should also assist in no small degree towards the standardisation of world prices and currencies and the policy of peaceful co-operation between all countries and the restoration of international prosperity."

He doubted if there had ever been a swifter and more clear example of the efficacy of tariffs than this.



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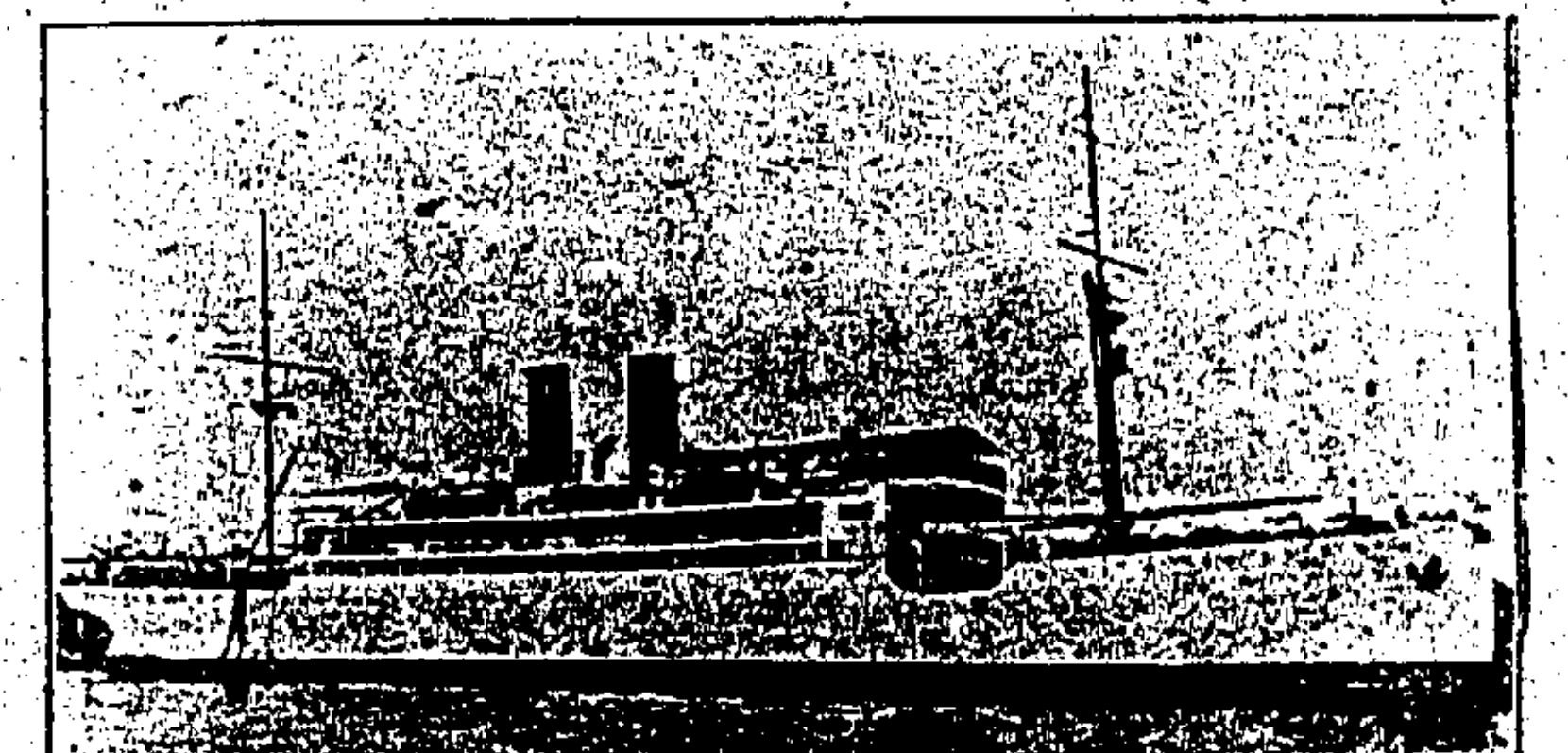
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Goods not cleared within 7 days including date of arrival, will be subject to rent.

All Claims must be sent in to me on or before the 12th July, 1935, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 am on 4th July 1935.

Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.

E. ORR,
Agent.

Hong Kong, 30th June, 1935. [2646]

BALI-JAVA



On Home leave why not visit BALI & JAVA—the Isles of Romance and Beauty. Through fares to Europe by steamer all the way or by steamer and Aeroplane combined. Special reduced round trip fares. Through fares to Australia and South Africa.

TO BATAVIA DIRECT
S.S. "TJISONDARI"

2nd July, 11 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAYA
S.S. "TJINEGARA"

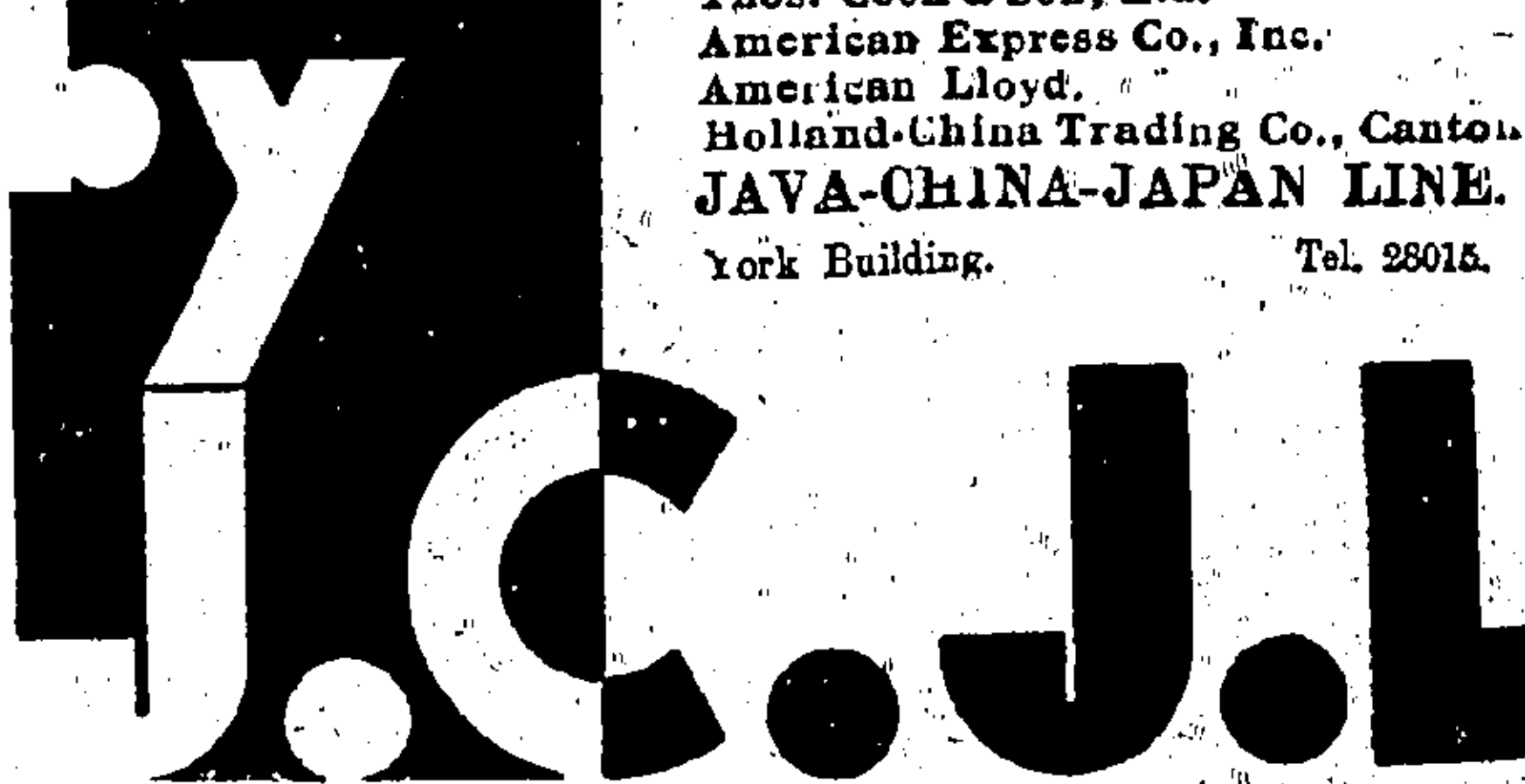
9th July, 10 a.m.

TO AMOY & SHANGHAI

May to September
Special Reduced
Summer Round-Trip Fare
Hongkong/Batavia/Hongkong.
H.K.4250.

For further information apply:

Thos. Cook & Son, Ltd.
American Express Co., Inc.
American Lloyd,
Holland-China Trading Co., Canton.
JAVA-CHINA-JAPAN LINE.
York Building. Tel. 28015.



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CHINA NAVIGATION COMPANY, LIMITED

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 2nd July, 2 p.m.
AMOI & SHANGHAI	"TINIAN"	On 3rd July, 5 p.m.
SWATOW & SHANGHAI	"YUOHOW"	On 5th July, 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIANGCHOW"	On 5th July, 3 p.m.
FOOCHOW, SHANGHAI & TIENTSIN	"SUNNING"	On 7th July, 6 a.m.
SWATOW & SHANGHAI	"HOIHOW"	On 7th July, 2 p.m.
SWATOW, FOOCHOW, WEIHOW, CHEFOO & TIENTSIN	"HUNAN"	On 7th July, 2 p.m.
SWATOW & SHANGHAI	"KIANGSU"	On 7th July, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 9th July, 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 10th July, 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 12th July, 2 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KWANGTUNG"	On 12th July, 3 p.m.
FOOCHOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 14th July, 6 a.m.
SWATOW & SHANGHAI	"HUPEH"	On 14th July, 2 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Telephone 30331.

ALSO AND PASSENGER O.A.S. BE UNDERTAKEN AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Call at Maudslayi Thursday 11, Oporto, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (OIL)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY £76 RETURN
LONDON (via Australia) from £127-15-0

STEAMERS	From Hong Kong	Leave Hong Kong	Leave Maudslayi	Leave Sydney
TAIPING	9 July	19 July	22 July	7 Aug.
CHANGTE	9 Aug.	20 Aug.	23 Aug.	8 Sept.
TAIPING	10 Sept.	17 Sept.	20 Sept.	6 Oct.
CHANGTE	11 Oct.	18 Oct.	21 Oct.	6 Nov.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents, HONG KONG, CHINA & JAPAN.
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MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE

via
Shanghai, and Japan
to

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PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.
Arrivals from U.S.A. Sailings to U.S.A.
10th July ... M.V. "ANNA MAERSK" ... 20th July
21st July ... M.V. "NICOLINE MAERSK" ...
21st July ... M.V. "GERTRUDE MAERSK" ... 25th Aug
(All dates are subject to alteration without notice.)
EXCELLENT ACCOMMODATION FOR PASSENGERS
AT MODERATE RATES.

For Freight and Passage please apply to—

JEBSEN & CO.

Canton, Shanghai, E.C. Agents. Hong Kong, Pedder Building.
Tel. 10916. Tel. 28383.

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REGULAR SAILINGS

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CALLING AT NAPLES

M.V. "MALAYAN PRINCE" ... July 7th
M.V. "SILVERTEAK" ... July 21st
Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN
TUESDAYS AND FRIDAYS AT 4 P.M.

S.S. "HAITAN" on TUESDAY, 2nd JULY, 4 P.M.
S.S. "HAITAN" on FRIDAY, 5th JULY, 4 P.M.
S.S. "HAIYANG" on TUESDAY, 9th JULY, 3 P.M.

Subject to alteration without notice.

SWATOW-HONG KONG SERVICE.

SAILINGS FROM HONG KONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 3rd JULY.

Arrivals at: Departures from the Company's Wharf (Near Hake Pier).
ROUND TRIP TICKETS will be issued from HONG KONG to
FOOCHOW (Pagoda Anchorage) and return by the same steamer
at the Reduced Rate of \$10.00 including Meals while the steamer
is at Coast Ports (Time for Round Voyage 5 Days).

CANTON-HONG KONG-HOIHOW-PAKHOI.

A Regular Service is maintained by the

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DOUGLAS LARPAIK & CO., LTD.

Tel. 4007 and 4008. General Managers. P.O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST
PORTS AND JAPAN.

Amoy.	Haitan, Douglas, July 2.
Hongkong, Jardine's, July 2.	Haitan, Douglas, July 2.
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Deviken, Jardine's, July 14.
Szechuen, B. & S., July 14.
Sarpedon, B. & S., July 19.
Rhein, Jebson's, July 20.
Saale, Melchers', July 20.
Wei Rai Wei.
Hopsang, Jardine's, July 2.
Hunan, B. & S., July 7.

EASTWARD

FROM HONG KONG TO NORTH
AND SOUTH AMERICA

Amoy.
Haitan, Douglas, July 2.
Hopsang, Jardine's, July 2.
Haitan, Douglas, July 2.
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CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

TO VANCOUVER

Steamers	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive
Emp. of Japan	July 12	July 14	July 17	July 19	July 20	July 22	July 23	July 25
Emp. of Asia	July 28	July 30	Aug. 1	Aug. 3	Aug. 13	Aug. 15	Aug. 16	Aug. 18
Emp. of Canada	Aug. 9	Aug. 11	Aug. 14	Aug. 16	Aug. 28	Aug. 30	Aug. 31	Sept. 2
Emp. of Russia	Aug. 28	Aug. 30	Aug. 31	Sept. 2	Sept. 11	Sept. 13	Sept. 19	Sept. 24
Emp. of Japan	Sept. 6	Sept. 8	Sept. 11	Sept. 13	Sept. 19	Sept. 24		



EMPRESS OF JAPAN

sails for

HONOLULU, VICTORIA and VANCOUVER

VIA SHANGHAI AND JAPAN AT

1.00 P.M. FRIDAY, JULY 12th

TO MANILA

EMPRESS OF JAPAN ... July 5th.

EMPRESS OF ASIA ... July 18th.

EMPRESS OF CANADA ... Aug. 2nd.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU (Calls Nagasaki) Tuesday, 2nd July
TAIYO MARU Sunday, 21st July
OHICHIU MARU (Calls Nagasaki) Wednesday, 31st July

SEATTLE & VANCOUVER.

HIKAWA MARU (Starts from Kobe) Monday, 15th July

HIYU MARU (Starts from Kobe) Monday, 29th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

HAKOZAKI MARU (Call Lisbon) Saturday, 6th July

TEIKUO MARU Saturday, 19th July

HAKUSAN MARU Saturday, 3rd Aug.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU Saturday, 27th July

KITANO MARU Saturday, 24th Aug.

BOMBAY via Singapore, Penang and Colombo.

TANGO MARU Thursday, 11th July

MAYEBAH MARU Sunday, 28th July

GINYO MARU Sunday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BAKUYO MARU Thursday, 18th July

NEW YORK via Panama.

NOTO MARU Thursday, 11th July

NAKO MARU Friday, 23rd Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

+ DURBAN MARU (Calls Marseilles) Saturday, 13th July

CALCUTTA via Singapore, Penang and Rangoon.

TOBA MARU Monday, 8th July

BENGAL MARU Monday, 15th July

TOKUSHIMA MARU Monday, 29th July

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU Friday, 5th July

KATORI MARU Saturday, 20th July

KITANO MARU (Calls N'saki) Friday, 19th July

* Cargo only.

Tel. 30291



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To SHANGHAI — KOBE	To MARSHALLS via Saigon, Singapore, Colombo, D'Hour (Aden), Suez, Port-Said
SPHINX ... 13th July	ARABIS ... 2nd July
PORTHOS ... 28th July	ANDRE LEBON ... 18th July
CHENONCEAUX ... 10th Aug.	SPHINX ... 30th July
D'ARTAGNAN ... 24th Aug.	PORTHOS ... 13th Aug.
ATHOS II ... 7th Sept.	CHENONCEAUX ... 27th Aug.
ANDRE LEBON ... 21st Sept.	D'ARTAGNAN ... 1st Sept.

We can issue Through Tickets to Berlin, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:

Cte. Des MESSAGERIES MARITIMES.

Telephone: 22651. 1, Queen's Building, 13

Shipping News

Daily Statement. Clearances. Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,900 TONS:
THROUGH CARGO 15,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for Through	H.K. Ports.
Shun Chih, Swatow 1,400	—	—
Mau Sang, Sandakan 4,190	—	—
Ho Sang, Singapore 1,288	3,184	—
Team, Canton —	—	—
Sinkiang, Canton —	150	—
—	5,878	3,334

American

Pres. Pierce, Manila 156	2,857	—
—	156	2,857

Danish

Michael Jensen, Holhow 1,930	—	—
Africa, Manila 1,005	7,526	—
—	2,935	7,526

Dutch

Tjilondari, Amoy 117	1,050	—
—	117	1,050

Norwegian

Norviken, Swatow 285	413	—
—	285	413

Chinese

Hai Chen, Swatow 260	300	—
Tchekam, Holhow 275	—	—
—	535	300
Total	10,906	15,280

SHIPS IN HARBOUR

WHARVES

Kowloon: — President, Pierce, Africa and Ho Sang.
Holl's: — Mehtor.
Douglas Lapraik: — Haitan.
Chin On: — Hydrangea.

DOCKS

Talkoo: — H.M.S. Olympus, Malay Prince, Anking, King Lee and Asama Maru.

BUOYS

No. A1: — Hector.
No. A2: — Tjilondari.
No. A3: — Kiangsu.
No. A15: — Hop Sang.
No. B5: — Lyemmoon.
No. B6: — Shun Chih.
No. B8: — Yat Shing.
No. B10: — Torungen.
No. B11: — Hellos.
No. B15: — Sinkiang.
No. B16: — Prosper.
No. B17: — Michael Jensen.
No. B18: — Graciosa.
No. B19: — G. G. Paul Doumer.
No. B20: — Team.
No. B21: — Tsinan.
No. B22: — Mau Sang.
No. C1: — Tchekam.

ARRIVALS

1ST JULY.

Shun Chih, British steamer, 1,177 tons, Captain A. Hall, from Saigon, buoy No. B6—Wo Fat Sing.
Africa, Danish steamer, 5,463 tons, Captain E. Himmelstrup, from Manila, Kowloon Wharf—East Asiatic & Co.
Team, British steamer, 1,351 tons, Captain E. G. Thomas, from Canton, buoy No. B3—Butterfield and Swire.
Sinkiang, British steamer, 1,616 tons, Captain Brown, from Canton, buoy No. B15—Butterfield and Swire.
Michael Jensen, Danish steamer, 1,342 tons, Captain Y. Elberg, from Holhow, buoy No. B17—Chiu Seng Hong.
President Pierce, American steamer, 8,663 tons, Captain H. Nelson, from Manila, Kowloon Wharf—Dollar S.S. Line.

30TH JUNE.

Maron, British steamer, 4,114 tons, Captain R. Brown, from Kobe, Talkoo Dock—Butterfield and Swire.
Wing Wo, Portuguese steamer, 495 tons, Captain I. de Lemos, from K. C. Wan, Saikong Wharf—Tai Fung & Co.

CLEARANCES

1ST JULY.

Anhui, for Singapore
Hellos, for Swatow
Ronsan Maru, for Newchwang
Team, for Swatow
Tsinan, for Canton

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
Shun Chih (Br.), Swatow ... 57
Mau Sang (Br.), Sandakan ... 124
Ho Sang (Br.), Singapore ... 174
Sinkiang (Br.), Canton ... 23
Michael Jensen (Dan.), Holhow ... 175
Tjilondari (Dut.), Amoy ... 100
Norviken (Nor.), Swatow ... 82
Hai Chen (Ch.), Swatow ... 68
Total ... 782

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	5	5
American	1	0
Danish	2	0
Dutch	1	0
Norwegian	1	1
Japanese	0	3
Chinese	2	2
Total	12	11

VESSELS DUE

Africa, E.A. Co., July 2.
Agamemnon, B. & S., July 5.
Andre Lebon, Messageries, July 16.
Arabia Maru, O.S.K., August 5.
Aramis, Messageries, July 2.
Arizona Maru, O.S.K., July 5.
Bangalore, P. & O., July 19.
Behar, P. & O., July 23.
Benvenue, Gibb's, July 8.
Bhutan, P. & O., July 9.
Bintang, E. A. Co., July 6.
Buenos Aires Maru, O.S.K., July 23.
Burgenland, Jensen's, July 4.
Canton, Messageries, July 4.
Carthage, P. & O., July 12.
City of Yokohama, Bank Line, July 9.
Conte Rosso, Lloyd Triestino, July 4.
Deucalion, B. & S., August 2.
Dioned, B. & S., August 12.
Doxau, Malchers, July 17.
Empress of Asia, C.P.S., July 17.
Emp. of Canada, C.P.S., August 2.
Empress of Japan, C.P.S., July 5.
Emp. of Russia, C.P.S., August 14.
General Lee, States Co., August 9.
General Sherman, States Co., July 19.
Gertrude Maersk, Jensen's, July 21.
Glenogle, Jardine's, July 7.
Golden Peak, States Co., July 5.
Haining, Douglas, July 4.
Haisang, Douglas, July 8.
Hakozaki Maru, N.Y.K., July 5.
Haruna Maru, N.Y.K., July 5.
Hector, B. & S., July 2.
Helorus, B. & S., July 15.
Hellas, Thoresen's, July 12.
Hellas, Thoresen's, July 20.
Hiram, Thoresen's, July 6.
Hiram, Thoresen's, July 27.
Isar, Melchers, July 15.
Kaiser-Lind, P. & O., July 10.
Kohin, Melchers, July 17.
Kulmerland, Jensen's, July 4.
Lycos, B. & S., July 28.
Maesheu, B. & S., July 17.
Monte Piana, Lloyd Triestino, July 10.
Nagasaki, Gilman's, July 25.
Naldera, P. & O., August 7.
Nicoline Maersk, Jensen's, July 10.
Patroclus, B. & S., August 16.
Peiping, Gilman's, August 3.
Perseus, B. & S., July 10.
Philetetes, B. & S., July 9.
Portos, Messageries, July 29.
Pres. Garfield, Dollar, July 5.
Pres. Grant, A.M. Line, July 12.
President Hoover, Dollar's, July 4.
Ranchi, P. & O., July 24.
Rhin, Jensen's, July 20.
Saida, Melchers, July 25.
Santia, B.I. (Apar), July 23.
Sargodon, B. & S., July 19.
Seistan, Douglas, July 2.
Sikhana, B.I. (Apar), July 3.
Soudan, P. & O., August 5.
Sphinx, Messageries, July 13.
Taiping, B. & S., July 9.
Tai Shan, Dodwell's, July 17.
Takada, B.I. (Apar), July 18.
Tathyrus, B. & S., July 27.
Tatiana, Gilman's, July 3.
Tanda, E. & A. S.S. Co., August 3.
Tantalus, B. & S., July 2.
Tergates, Lloyd Triestino, July 10.
Tilava, B.I. (Apar), July 9.
Tinhaw, Bank Line, July 20.
Tijadane, J.C.J. Line, July 23.
Tijadane, J.C.J. Line, July 23.
Tijadane, J.C.J. Line, July 6.
Trianon, Thoresen's, July 7.
Toulouse, Thoresen's, July 25.
Troilus, B. & S., July 15.
Tyndareus, B. & S., August 16.
Ward, States Co., July 8.
Yomachichi, States Co., July 10.

SHIPPING MOVEMENT

The R.M.S. "Empress of Japan" arrived at Kobe on the 30th June (Sunday) at 1.00 p.m. and left on the same day at 7.00 p.m. is due at Shanghai to-day at 1.00 p.m. She leaves for Hong Kong and Manila to-morrow at 9.30 a.m.

P. & O., British India Apcar And Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND):
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (last)	Destination
"CARTHAGE"	14,500	18th July	Bombay, Marseilles & London.
"BANGALORE"	6,000	20th July	Bombay, Marseilles & London.
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles & London.
"KAMAL-HIND"	11,000	10th Aug.	Bombay, Marseilles & London.
"BEUTAN"	8,000	17th Aug.	Bombay, Marseilles & London.
"RANCHI"	17,000	24th Aug.	Bombay, Marseilles & London.
"BEHAR"	6,000	31st Aug.	Bombay, Marseilles & London.
"NALDERA"	18,000	7th Sept.	Bombay, Marseilles & London.
"SOUDAN"	7,000	14th Sept.	Marseilles and London.
"RANPURA"	17,000	21st Sept.	Bombay, Marseilles & London.
"RAJPUTANA"	17,000	28th Oct.	Bombay, Marseilles & London.
"BURDWAN"	6,000	12th Oct.	Bombay, Marseilles & London.
"CHITRAL"	15,000	19th Oct.	Bombay, Marseilles & London.
"CATHAY"	15,000	2nd Nov.	Bombay, Marseilles & London.
"SOMALI"	7,000	9th Nov.	Marseilles and London.
"RAWALPINDI"	17,000	16th Nov.	Bombay, Marseilles & London.
"CORFU"	14,500	30th Nov.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (last)	Destination
"SIRDHANA"	8,000	5th July	Singapore, Penang, Rangoon & Calcutta.
"TAKADA"	7,000	12th July	
"TILAWA"	10,000	19th July	
"SANTALA"	8,000	26th July	
"TALMA"	10,000	30th Aug.	

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (last)	Destination
"NANKIN"	7,000	5th July	Manila, Batavia, Brisbane & Sydney, Melbourne & Hobart
"NELLORE"	7,000	2nd Aug.	
"TANDA"	7,000	31st Aug.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia, Hong Kong to Sydney—19 days.
AUSTRALIA and NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climates to Suit all. Your English Money is worth 25% more).
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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (last)	Destination
"NELLORE"	7,000	4th July	Shanghai, Kobe & Yokohama
"BEUTAN"	8,000	10th July	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	17th July	Shanghai, Kobe & Yokohama
"KAMAL-HIND"	11,000	24th July	Shanghai, Kobe & Yokohama
"BEHAR"	6,000	31st July	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	7th Aug.	Shanghai, Kobe & Yokohama
"BEHAR"	6,000	14th Aug.	Shanghai, Kobe & Yokohama
"TANDA"	7,000	21st Aug.	Shanghai, Kobe & Yokohama
"SOUDAN"	7,000	28th Aug.	Shanghai, Kobe & Yokohama
"NALDERA"	18,000	4th Sept.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	11th Sept.	Shanghai, Kobe & Yokohama
"RANPURA"	17,000	18th Sept.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	25th Sept.	Shanghai, Kobe & Yokohama
"BURDWAN"	6,000	2nd Oct.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	9th Oct.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	16th Oct.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	23rd Oct.	Shanghai, Kobe & Yokohama
"SANTALA"	8,000	30th Oct.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	6th Nov.	Shanghai, Kobe & Yokohama
"SOMALI"	7,000	13th Nov.	Shanghai, Kobe & Yokohama
"NELLORE"	7,000	20th Nov.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All Cabins are fitted with Electric Fans or Punka Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 50 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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M.V. "TAMARA" ... 3rd July
M.V. "PEIPING" ... 2nd Aug.

OUTWARDS

To SHANGHAI, YOKOHAMA, KOBE and OSAKA
M.V. "NAGARA" ... 3rd July
M.V. "CANTON" ... 2nd Aug.

Passenger Rates (Hong Kong to Mediterranean) ... 248
Passenger Rates (Hong Kong to Rotterdam) ... 456
Agents: GILMAN & CO., LTD. G. & HUYGEN

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF YOKOHAMA" ... 6th July
S.S. "CITY OF ORAN" ... 6th Aug.

MAILS FOREIGN

IMPERIAL AIRWAYS VIA SINGAPORE

Batavia-Amsterdam via Singapore
Saigon-Marseilles via Saigon
Singapore-Australia

Correspondence will be accepted for transmission by those services. Rates and all particulars are shown in the schedules exhibited at the Post Offices. All letters etc. must be marked "By Air Mail" and be handed in at a Post Office.

FROM	PER	DATE
SHANGHAI and SWATOW	Kwangchow	2nd July
SHANGHAI	Taiwanke	2nd July
JAPAN	Nankin	3rd July
SHANGHAI and EUROPE via SIBERIA (London, 10th June)	Aramis	2nd July
SHANGHAI	Elector	2nd July
SHANGHAI	Scharnhorst	3rd July
AUSTRIA and MAN	Nellora	3rd July
AKOY	Sirdhana	1st July
STRAITS	Comte Rosso	4th July
HAIKONG	Canlon	4th July
U.S.A., HONGKONG, JAPAN and SHANGHAI (San Francisco, 14th June)	Pres. Hoover	4th July
MANILA	Pres. McKinley	5th July
MANILA	General Pershing	6th July
STRAITS and LONDON Parcel-London, 30th May	Agamemnon	5th July
JAPAN	Arizona Maru	5th July
JAPAN and SHANGHAI	Hakoneki Maru	5th July
STRAITS	Horuma Maru	5th July
U.S.A., HONGKONG, JAPAN and SHANGHAI (San Francisco, 7th June)	Fras. Garfield	5th July
CANADA, U.S.A., HONGKONG, JAPAN and SHANGHAI (Vancouver B.C., 15th June)	Emp. of Japan	5th July
JAPAN	Brabant Maru	6th July
STRAITS	Shutan	6th July
CALCUTTA and STRAITS	Tinosa	9th July
SHANGHAI	P. reuss	9th July
AUSTRALIA and MANILA	Tai ping	9th July
STRAITS	Philotates	11th July
SAIGON	Felix Roussel	12th July
JAPAN and SHANGHAI	Ca-thang	12th July
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 22nd June)	Fras. Grant	13th July

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Tuesday, 2nd
 8.30

Letters for "Saigon—Marseil-)

les "Air Mail Service"—due } Aramis ... } G.P.O.
 Marseilles, 15th July ... } } Reg. 2nd, 9.00

aigon, Ceylon, India, Mauritius, East,
 Lot. 2nd, 9.30
 Kowloon P.C.
 Reg. 9.00
 Letters 1700

and *South Africa, Egypt and
EUROPE via Marseilles—due Mar
seilles, 30th July

Batavia	Tissondary	9.30
Fort Bayard, Holhow, Pakhoi and Haiphong	G. G. Paul Doumer	1.00
Batavia, Amoy and Foochow	Hai Tan	3.00

*Shanghai, *Japan, Honolulu, U.S.A., C. and S. America, *Canada and *EUROPE via San Francisco—	Frns. Pierce ...	Parcels 3.00 Reg. 4.15
--	------------------	---------------------------

*San Francisco, *Hong Kong, *London, *New York, *Paris, *Tokyo, *Sydney, *Auckland, *Wellington, *Christchurch, *Dunedin, *Melbourne, *Brisbane, *Perth, *Adelaide, *Hobart, *Launceston, *Tasmania, *Queensland, *Victoria, *South Australia, *Western Australia, *Northern Territory, *Australian Capital Territory, *New South Wales, *Queensland, *Victoria, *South Australia, *Western Australia, *Northern Territory, *Australian Capital Territory.

*Canada and *EUROPE via San Francisco—due San Francisco, 24th July—and *EUROPE Siberia ...

Letters for "Bandoeng—Amst-
terdam Air Mail Service"— } Hector ...

due Amsterdam, 15th, July)

Straits, Aden, and **•EUROPE** via Mar-1

scilles—des Marseilles, 2nd August ...	Hector ...	...	G.P.O.
			Reg. 3rd, 8.48
			Lst. 3rd, 9.30

Amoy		Tainan	...	Wednesday,	8 30
				Komloos P.	

Manila, *Straits, Ceylon, India, Mauritius,
*East and *South Africa, Egypt and
*S. Africa via Marseilles—the Mar-
Scharnhorst ...
Reg. 2.0
Letters 3.0
P.P.O.

seilles. 28th July—and Parcels only for Germany via Hamburg ...	Reg. 3 18 Letters 4.00
--	---------------------------

Shanghai and *EUROPE via Siberia	... Conto Rosso	... Thursday, 1	8.3
Manila	... res. Hoover	...	5.0

*Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 22nd July	Nankin	Reg. 5th, 9 4 Lat. 5th, 9.3
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*Straits and *Calcutta	...	...	Sirdhano	...	Friday, Parcels No Letters 1.0
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Hoihow, Pakhoi and Haiphong	Kiangchow	1.0
Haiphong	Canton	2.5
Santon, Amor and Foochow	Hai Ning	3.0

Straits, Ceylon, India, Mauritius, East and South Africa, and South American Ports ...	Arizona Maru ...	32
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Shanghai and Japan		Hankow, Amoy	8.
Manila		Kamp of Japan	8.
Shanghai, Japan, and U.S.A.		(Paras)	8.

Central and South America and	Pres. McKinley	Reg.	4.
*EUROPE via Victoria B.C.—due		Letters	5.
Victoria B.C. 23rd July—and			

*Europe via Siberia	...	...	...
*Shanghai, Japan and San Francisco	...	Gen. Pershing	5.
due San Francisco, 28th July	...	Pres. Garfield	6.
Manila	...	...	...

Letters for "Bandoeng—Ams.")

terdam Air Mail Service — } Hakozaki
due Amsterdam, 18th, July } Maru } G.P.
Reg. 43

Let. 5.0
Koslov

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Mar.	Hakoniki Mar.	Reg. Letters G.P. Reg.
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Letter, 4th August ...	Letter 6
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 & Seattle

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 "AGAMEMNON" 15 JULY, From U.K. via Straits
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Hong Kong	Rangoon	Singapore
Kobe	Rangoon	Singapore
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Medan	Rangoon	Singapore
Penang	Rangoon	Singapore
Perth	Rangoon	Singapore
Shanghai	Rangoon	Singapore
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Tientsin	Rangoon	Singapore
Yokohama	Rangoon	Singapore

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R. KENNEDY
Manager
 7, Queen's Road Central.
 Hong Kong, 19th June, 1933.

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Canton	Medan	Singapore	Singapore
Hankow	New York	Singapore	Singapore
Hongkong	Osaka	Singapore	Singapore
Kobe	Peking	Singapore	Singapore

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Chief Manager.

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 Yinkow

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G. KISHINAMI,
Manager.
Hong Kong, 11th March, 1935.

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due Amsterdam, 15th, July

Strait, Aden, and *EUROPE via Marseilles—due Marseilles, 2nd August

Amoy

Manila, Ceylon, India, Mauritius
*East and *South Africa, Egypt
*EUROPE via Marseilles—due Marseilles, 28th July—and Parcells of for Germany via Hamburg ...

Shanghai and *EUROPE via Siberia

Manila
*Manila, Baboul, Australia and Zealand via Brisbane—due Brisbane 22nd July

*Straits and *Calcutta

Haihow, Pakhoi and Haiphong
Haiphong
Swatow, Amoy and Foochow
Straits, Ceylon, India, Mauritius, and South Africa, and *American Ports
Shanghai and Japan
Manila
Shanghai, Japan, and the U.S. Central and South America
*EUROPE via Victoria B.C.—Victoria B.C. 23rd July—
*EUROPE via Siberia
*Shanghai, Japan and *San Francisco due San Francisco, 28th July
Manila

Letters for "Bandoeng—Amsterdam Air Mail Service" due Amsterdam, 18th, July

Straits, Ceylon, India, Mauritius, and South Africa, Aden, Egypt
EUROPE via Marseilles—due Marseilles, 4th August

* Supermarket

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Reg. 2nd, 5.00 P.M.			
3rd, 8.30 A.M.			
Kowloon			
Reg. 2nd, 4.30 P.M.			
Let. 3rd, 9.45 A.M.			
G.P.O.			
Reg. 3rd, 8.45 A.M.			
Let. 3rd, 9.30 A.M.			
Wednesday, 3rd,			
3.30 P.M.			
Kowloon P.O.			
Reg. 2.00 P.M.			
Letters 3.00 P.M.			
G.P.O.			
Reg. 3.15 P.M.			
Letters 4.00 P.M.			
Thursday, 4th,			
5.30 A.M.			
5.00 P.M.			
Par. 4th, 5.00 P.M.			
Reg. 5th, 9.45 A.M.			
Let. 5th, 8.30 A.M.			
Friday, 5th,			
Parcels Noon			
Letters 1.00 P.M.			
1.00 P.M.			
9.00 P.M.			
3.00 P.M.			
Arizona Maru			3.30 P.M.
Harun's Maru			3.30 P.M.
Emp. of Japan			3.30 P.M.
Pres. McKinley			Parcels 3.00 P.M.
			Reg. 4.15 P.M.
			Letters 5.00 P.M.
Gen. Pershing			5.00 P.M.
Pres. Garfield			5.00 P.M.
Hakozaki			R.P.O.
Maru			Reg. 4.00 P.M.
			Let. 4.30 P.M.
			G.P.O.
			Reg. 4.30 P.M.
			Let. 5.00 P.M.
			Kowloon P.O.
			Reg. 4.30 P.M.
			Letters 4.30 P.M.
			G.P.O.
			Reg. 5.00 P.M.
			Letters 5.00 P.M.